2002

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

15

Campbell County City of Lynchburg Town of Altavista Town of Brookneal

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Oai	TIPDEII MAITILE	nance Are	a							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			\cap C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Campbell County															
				From:		Bedford Cour									
24	2.06	380	G	92%	1%	3% 29	6 2%	0%	F	0.102	F	0.658	380	G	2002
				To: From:		15-811 Near E	vington	-							
24	6.68	1300	G	92%	1%	3% 29	6 2%	0%	F	0.087	F	0.536	1300	G	2002
				To:		US 29									
24	4.32	2800	G	From: 86%	1%	8% 19		0%	F	0.083	F	0.532	2800	G	2002
24)	1.02				170			070	•	0.000	•	0.002	2000	Ū	2002
7~~				From:	201	US 501 SW of								_	
24 <i>)</i> { 501 }	0.92	9900	G	96%	0%	2% 09	₆ 2%	0%	F	0.084	F	0.585	9900	G	2002
<u> </u>				To: From:		US 501 SW of	Rustburg								
24)	6.38	3900	G	91%	0%	3% 19	6 5%	0%	F	0.092	F	0.580	3900	G	2002
				To:		15-656									
	3.16	2900	G	91%	0%	3% 19		0%	F	0.083	F	0.535	2900	G	2002
24)	5.10	2300	G	3170	0 70	370 17	0 370	070	'	0.003	•	0.555	2300	O	2002
¬~~				From:		W US 4									
24) {460}	0.11	15000	N	93%	0%	2% 19		0%	Ν	0.083	N	0.614	16000	N	2002
~ ~ ·				To:		Appomattox Co	unty Line								
				From:		Pittsylvania Co	ınty Line								
29)	0.72	11000	G	80%	1%	3% 19	6 14%	1%	F	0.076	F	0.576	11000	G	200
<u></u>						SR 43		 1							
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	3.40	13000	G	From: 80%	1%	3% 19	6 14%	1%	F	0.083	F	0.55	12000	G	200
29)	3.40	13000	G	00%	1 70	370 17	0 1470	1 70	F	0.063	Г	0.55	12000	G	200.
				From:		15-712									
29)	0.24	13000	N	80%	1%	3% 19	6 14%	1%	Ν	0.083	Ν	0.55	12000	Ν	2002
~				To		BUS US 29 N o	f Altavista								
200	4.24	18000	G	91%	0%	2% 19		0%	F	0.081	F	0.555	18000	G	200
29)	7.27	10000	·	0170	070	270 17	0 070	070	•	0.001	•	0.000	10000	Ü	200
				From:		15-696									
29)	4.99	19000	G	91%	0%	2% 19	6 5%	0%	F	0.080	F	0.572	19000	G	2002
				To: From:		SR 24									
29	4.58	19000	G	91%	0%	2% 19	6 5%	0%	F	0.085	F	0.595	19000	G	2002
20)				To:											
	1.04	26000		From:	00/	15-738		00/	۸	0.007	^	0.501	26000		200
29	1.94	26000	В	91%	0%	2% 19	6 5%	0%	Α	0.097	Α	0.581	26000	В	2002
				From:		US 460 South of	Lynchburg								
29	0.21	27000	G	91%	0%	2% 19	6 5%	0%	F	0.079	F	0.551	27000	G	2002
~				To:		SCL Lynch	burg								
ity of Lynchburg															
TO EVICIDALE			-	From:		SCL Lynch	burg								
29 Wards Road	1.74	37000	G	91%	0%	2% 19		0%	F	0.076	F	0.598	37000	G	200
=======================================				To:		Lynchburg Exp	ressway								
				From:		Wards F	.d								
29 Lynchburg Expressway	0.34	43000	N	91%	0%	2% 19	6 5%	0%	Ν	0.092	Ν	0.575	43000	Ν	200
<b>→</b>				To		Candler M	+ D.d								
29 Lynchburg Expressway	1.37	43000	G	91%	0%	2% 1%		0%	F	0.092	F	0.575	43000	G	200
29 Lynchburg Expressway	1.07	40000	Ü	3170	0 70	270 17	0 370	070		0.002		0.575	40000	J	200
~~~				From:		Odd Fellow									
29 Lynchburg Expressway	1.46	42000	G	91%	0%	2% 19	6 5%	0%	F	0.092	F	0.548	42000	G	2002
~				To:		Kemper St	reet								
29 Lynchburg Expressway	1.02	42000	G	91%	0%	2% 1º		0%	F	0.093	F	0.521	42000	G	200
20 -, 2 =,p:00011dy			_		- 70				•	2.000	•			-	_55
~~, <u>-</u>	0.00			From:	001	Main Str			_	0.000	_	0.500			
29 Lynchburg Expressway	0.22	32000	G	91%	0%	2% 19		0%	F	0.089	F	0.563	33000	G	200
~				To		Amherst Cour	nty Line								
own of Hurt															
Bus				From:		Pittsylvania Co									
Bus 29 Main Street	0.03	8200	G	96%	0%	Pittsylvania Cor		0%	С	0.089	F	0.530	8200	G	2002

Rouse Length AAPT QA 4Thro Bus AAPT QA 4Thro Bus AAPT QA 4Thro Bus AAPT AAPT AAPT AAPT QA AAPT Q						Cai	mpbell Maintenan	ce Area	а							
Command Maturisise Color	Route	Length	AADT	QA	4Tire	Bus			2Trail	QC		QK		AAWDT	QW	Year
Main Street	Town of Altavista															
SEA Teleford Ave Sea T					<u> </u>											
Second Color Col	29 Main Street	0.29	8200	N	96%	0%	2% 0%	1%	0%	N	0.089	N	0.530	8200	N	2002
Main Street 0.34 11000 G 96% 0% 2% 0% 1% 0% F 0.093 F 0.997 11000 G 2002	D.:-				To: From:		SR 43; Bedford Av	ve								
Princy P		0.34	11000	G		0%	2% 0%	1%	0%	F	0 003	F	0 697	11000	G	2002
	29 Wall Olicci	0.54	11000	J	30 /0	0 70	270 070	1 /0	070		0.000	•	0.007	11000	O	2002
229 Main Street 0.30 16000 G 96% 0% 2% 0% 1% 0% F 0.085 F 0.521 16000 G 2002	Bus				To: From:		Pittsylvania Ave									
Second S		0.30	16000	G	96%	0%	2% 0%	1%	0%	F	0.085	F	0.521	16000	G	2002
Second S	20)				To:		A 1 . A		1							
Weed La Weed La Weed La Weed La Weed La Lonch Mill Rd Lonch Mill	Bus				From:		Amnerst Ave									
Second S	29 Main Street	0.49	14000	G	96%	0%	1% 1%	2%	0%	F	0.083	F	0.520	14000	G	2002
Second S	~				To		Wood La									
		0.04	40000	_		00/		00/	00/	_	0.000	_	0.544	40000	0	0000
Second Process Seco	29 Main Street	0.64	12000	G	96%	0%	1% 1%	2%	0%	C	0.089	F	0.511	12000	G	2002
Main Street 1.36	Puo				To: From:		Lynch Mill Rd									
NCL Atlavista NCL Atlavista 29	~~~	1.36	8500	G	96%	0%	1% 1%	2%	0%	F	0.088	F	0.536	8500	G	2003
Second S	29) Main Guida	1.00	0000	•		070				•	0.000	•	0.000	0000	Ü	2002
NCL Alburysian NCL Brookseal NCL Alburysian NCL A							TVEL THATISH		L							
1.17					From:		NCI Altovisto		1							
US 29, 15-712 US 29, 15-712 US 29, US 50 US 29, US 50 US 29, US 50 US 29, US 50 US 400		0.17	8500	G		0%		2%	0%	F	0.088	F	0.536	8500	G	2002
Section Control Cont	29)	0.17	0300	G		0 70		2 /0	0 70	'	0.000	•	0.550	0300	O	2002
Bus					i		05 27, 13-712									
Wards Road 0.34 17000 G 96% 0% 1% 0% 0% 0% 0% F 0.083 F 0.557 18000 G 2002					From:		LIC 20, LIC 501									
SR 28 Candler Mtin Rd SR Candler Mtin Rd	~~~	0.34	17000	G		Λ0/-		∩0/-	00/-	_	0.083	_	0.557	19000	G	2001
29) Wards Road 0.42 24000	29 Warus Road	0.54	17000	G	90 /0	0 /0			0 /0	ı	0.003		0.557	10000	G	2002
29 Wards Road 0.42 24000 G 98% 0% 1% 0% 0% 0% 0% F 0.085 F 0.557 25000 G 2002	Bus				From:		SR 128 Candler Mtn	Rd								
US 460 Bus, Fort Avenue US 460 Bus, Fort		0.42	24000	G	98%	0%	1% 0%	0%	0%	F	0.085	F	0.557	25000	G	2002
Substraint Sub	29	J				0,0			0,0	•	0.000	•	0.00.		•	
Second	Bus				From:											
Memorial Ave 0.60 10000 G 95% 1% 2% 0% 1% 0% F 0.082 F 0.605 11000 G 2002	29 Fort Ave	1.19	23000	G	98%	0%	1% 0%	0%	0%	С	0.084	F	0.516	24000	G	2002
Second S	<i></i>				To:		Memorial Ave									
Bus Sept S																
Bus Description Descriptio	29 Memorial Ave	0.60	10000	G	95%	1%	2% 0%	1%	0%	С	0.082	F	0.605	11000	G	2002
Bus Description Descriptio	~				To		Oaklev Ave									
Park Ave		0.47	4.4000	_		40/		40/	00/	_	0.00=	_	0.500	45000	•	0000
Bus	29 Memorial Ave	0.47	14000	G	95%	1%	2% 0%	1%	0%	F	0.087	F	0.523	15000	G	2002
Memorial Ave 0.33 13000 G 95% 1% 2% 0% 1% 0% F 0.092 F 0.614 14000 G 2002	Due				To: From:		Park Ave									
Sus Sth St 0.17 15000 G 95% 1% 2% 0% 1% 0% F 0.080 F 0.525 16000 G 2002		0.33	12000	G		10/	20/- 00/-	10/	00/-	_	0.002	_	0.614	14000	G	2001
Sus Pollard St	29 Wemonar Ave	0.55	13000	G	93 /0	1 /0	270 070	1 /0	070	'	0.032	•	0.014	14000	O	2002
29) 5th St	Bus				From:		Langhorne Rd									
Pollard St Pierce St	o 5th St	0.17	15000	G	95%	1%	2% 0%	1%	0%	F	0.080	F	0.525	16000	G	2002
Suls 29 5th St 0.26 15000 G 95% 1% 2% 0% 1% 0% F 0.08 F 0.617 16000 G 2002	29)				- T											
Pierce St Pierce St Pierce St Pierce St Park Ave Park	Bus				From:		Pollard St									
Pierce St Pierce St Pierce St Pierce St Park Ave Park	29 5th St	0.26	15000	G	95%	1%	2% 0%	1%	0%	F	80.0	F	0.617	16000	G	2002
Substrain Subs	\rightarrow															
Bus 29 5th St 0.38 18000 G 97% 0% 1% 0% 1% 0% F 0.087 F 0.763 18000 G 2002 Bus 29 5th St 0.57 15000 G 97% 0% 1% 0% 1% 0% C 0.086 F 0.617 15000 G 2002 Bus 29 5th St 0.57 15000 G 97% 0% 1% 0% 1% 0% C 0.086 F 0.617 15000 G 2002 Campbell County From Halifax County Line 40 501 0.09 6000 G 90% 0% 2% 1% 7% 0% F 0.079 F 0.528 6000 G 2002 Cown of Brookneal From SCL Brookneal	Bus															
Bus 29 5th St 0.38 18000 G 97% 0% 1% 0% 1% 0% F 0.087 F 0.763 18000 G 2002 Bus 29 5th St 0.57 15000 G 97% 0% 1% 0% 1% 0% C 0.086 F 0.617 15000 G 2002 Bus 29 5th St 0.57 15000 G 97% 0% 1% 0% 1% 0% C 0.086 F 0.617 15000 G 2002 Campbell County Campbell County From Halifax County Line 40 501 0.09 6000 G 90% 0% 2% 1% 7% 0% F 0.079 F 0.528 6000 G 2002 Cown of Brookneal From SCL Brookneal From SCL Brookneal 40 501 0.76 6000 N 90% 0% 2% 1% 7% 0% N 0.079 N 0.528 6000 N 2002	29 5th St	0.27	14000	G	97%	0%	1% 0%	1%	0%	F	0.083	F	0.614	15000	G	2002
Sth St 0.38 18000 G 97% 0% 1% 0% 1% 0% F 0.087 F 0.763 18000 G 2002	<u> </u>				To		Park Ave									
SCL Brookneal SCL Brooknea	Bus	2.22	40000	_		00/		401	00/	_	0.00-	_	0.700	40000	_	000
Sth St 0.57 15000 G 97% 0% 1% 0% 1% 0% C 0.086 F 0.617 15000 G 2002 Commobel County Coun	29) 5th St	0.38	18000	G	9/%	υ%	1% 0%	1%	υ%	F	0.087	F	0.763	18000	G	2002
Sth St	Puo				To: From:		Clay St									
Amherst County Line Amhe	Dus 5th St	0.57	15000	G		00/-		10/-	00/-	C	0.086	_	0.617	15000	G	2001
From Halifax County Line	29 311 31	0.57	15000	G		U 70			070	C	0.000	Г	0.017	13000	G	2002
Halifax County Line							Ammerst County Li	IIC	L							
10 10 10 10 10 10 10 10	Campbell County				r- I		11.1.0		-							
SCL Brookneal SCL Brooknea	$\neg \sim $	0.00	0000	_		00/			00/	_	0.070	_	0.500	0000	0	000
Sown of Brookneal From: SCL Brookneal 40) 501 0.76 6000 N 90% 0% 2% 1% 7% 0% N 0.079 N 0.528 6000 N 2002	40 501	0.09	6000	G		υ%		1%	υ%	F	0.079	F	0.528	6000	G	2002
SCL Brookneal SCL Brookneal	~ ~				10:		SCL Brookneal									
40) (501) 0.76 6000 N 90% 0% 2% 1% 7% 0% N 0.079 N 0.528 6000 N 2002	own of Brookneal															
		<u> </u>		<u> </u>		201		- ^ ·	20.		0.0==		0.55	225-		
To: US 501	(40 <i>)</i> { 501 }	0.76	6000	N		0%	2% 1% US 501	/%	υ%	N	0.079	N	0.528	6000	N	2002

					Car	mpbell Maintena	ince Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Brookneal															
40	0.87	2900	G	83% To:	1%	US 501 4% 1% ECL Brookne	12%	1%	F	0.08	F	0.623	2900	G	2002
Campbell County				•				•							
40	1.97	2900	N	83%	1%	ECL Brookne 4% 1%	al 12%	1%	N	0.08	N	0.623	2900	N	2002
40	2.15	2100	G	From: 83% To:	1%	15-605 4% 1% Charlotte County	12% Line	1%	F	0.106	F	0.545	2100	G	2002
Town of Altavista															
Bedford Ave	0.49	7000	G	96%	1%	Main Street 2% 0%	1%	0%	F	0.097	F	0.616	7000	G	2002
43 Bedford Ave	0.50	5600	G	From: 96%	1%	Myrtle Ln 2% 0%	1%	0%	F	0.101	F	0.739	5600	G	2002
43 Bedford Ave	0.59	4900	G	96% To:	1%	Broad Street 2% 0% WCL Altavist	1%	0%	С	0.11	F	0.611	4900	G	2002
Campbell County															
43	6.48	2900	G	93%	1%	WCL Altavist	2%	0%	F	0.09	F	0.583	2900	G	2002
43	1.26	290	G	From: 93% To:	1%	15-682 Leesvil 3% 2% Bedford County	2%	0%	F	0.119	F	0.544	290	G	2002
City of Lynchburg								J							
128 Candler Mt Rd	0.29	19000	G	87% To:	4%	US 29 Bus Ward 4% 1% US 501 Lynchbur	4%	0%	F	0.088	F	0.525	20000	G	2002
128 501 Candler Mtn Rd	0.40	36000	G	94%	1%	RT 501 W 2% 1%	2%	0%	F	0.085	F	0.519	38000	G	2002
				To: From:		US 501 Candlers !	Mt Rd								
128 Mayflower Dr	1.30	8100	G	87%	4%	4% 1%	4%	0%	С	0.094	F	0.503	8400	G	2002
	4.40	0400		From:	00/	Odd Fellows F		20/		0.407		0.040	2000		2000
128 Mayflower Dr	1.48	2100	G	94% To:	2%	3% 0% US 501 Bus Campb	0% ell Ave	0%	С	0.107	F	0.619	2200	G	2002
				From:		WCL Lynchbu									
221 Lakeside Dr	0.53	23000	G	97%	0%	1% 0%	1%	0%	С	0.092	F	0.567	24000	G	2002
221 Lakeside Dr	0.94	16000	G	From: 97%	0%	Lynchburg Expres	ssway 1%	0%	F	0.086	F	0.589	17000	G	2002
Lakeside Dr	1.52	14000	G	From: 97%	0%	Forest Brook F	Rd 1%	0%	F	0.086	F	0.557	15000	G	2002
Lakeside Dr	0.15	17000	G	From: 97%	0%	Old Forest Ro 1% 0% Oakley Ave	1%	0%	F	0.083	F	0.554	18000	G	2002
(221) Oakley Ave	0.57	10000	G	97%	0%	Lakeside Dr 1% 0%	1%	0%	F	0.085	F	0.605	10000	G	2002
(221) Oakley Ave	0.24	8400	G	97%	0%	Memorial Av	1%	0%	F	0.093	F	0.554	8800	G	2002
221 Fort Ave	0.67	12000	М	From:		Bus US 460 Fort BUS US 460 Oakle				NA			NA		2002
(221)	0.18	6000	М	To: From:		Bus US 501				NA			NA		2002
				To: From:	11	8-6027; 118-6031 1 12th Street	2th Street								
(221) Kemper St	0.41	11000	G	92% To:	2%	4% 1% Lynchburg Expres	2% ssway	0%	С	0.083	F	0.604	12000	G	2002

					Cal	mpbell Maintenance	Area							
Route	Length	AADT	QA	4Tire	Bus	Truck- 2Axle 3+Axle 17		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Campbell County							ITAII ZITAI		Tioui		i actor			
~~~	1.37	20000	G	From:	0%	Bedford County Line 2% 1% 9	9% 0%	J F	0.089	F	0.626	21000	G	2002
460	1.07	20000		To		Bus US 460	770 070	<u>.</u>	0.000		0.020	21000		2002
(460)	3.91	22000	G	From: <b>87%</b>	0%		9% 0%	F	0.083	F	0.578	23000	G	2002
				To: From:		15-678 Airport Rd		}—						
(460)	1.01	34000	G	87%	0%	2% 1% 9	9% 0%	F	0.091	F	0.696	35000	G	2002
~	0.00	00000		From:	00/	US 29	10/ 00/	<del></del>	0.005		0.007	00000		0000
(460)	0.38	28000	G	93% To:	0%	2% 1% 4 SCL Lynchburg	1% 0%	F <b>1</b>	0.095	F	0.637	29000	G	2002
City of Lynchburg				<u> </u>		Self Lynenburg								
~~~	4.40	00000	_	From:	00/	SCL Lynchburg	10/ 00/	] _	0.005	_	0.007	00000		0000
(460)	1.13	28000	G	93%	0%	2% 1% 4	l% 0%	F •	0.095	F	0.637	29000	G	2002
(400)	0.44	23000	G	From: 93%	0%	Candler Mountain Rd 2% 1% 4	l% 0%	 	0.095	F	0.618	24000	G	2002
460	0.44	20000		To:	0 70	US 501	70 070		0.000		0.010	24000	0	2002
(460)	2.36	25000	Α	From: 93%	0%		l% 0%	Α	0.107	Α	0.53	26000	Α	2002
<u></u>				To: From:		US 501 Campbell Ave		1						
460	1.46	23000	N	93%	0%		1% 0%	N	0.095	Ν	0.618	24000	Ν	2002
<u></u>				To: From:		118-6078 Concord Turnpi	ke	}						
(460)	1.12	24000	G	93% To:	0%		1% 0%	F	0.083	F	0.551	25000	G	2002
				10.		ECL Lynchburg								
Campbell County				From:		ECL Lynchburg								
(460)	1.56	24000	G	93%	0%	2% 1% 4	l% 0%	F	0.088	F	0.514	25000	G	2002
<u>~</u>				To: From:		15-726]						
460	2.82	18000	G	93%	0%	2% 1% 4	l% 0%	- F	0.082	F	0.632	19000	G	2002
	2.79	17000	G	From: 93%	0%	15-1017 2% 1% 4	1% 0%	F	0.086	F	0.650	18000	G	2002
460	2.19	17000	G	93%	070		F70 U70	7	0.000	Г	0.659	10000	G	2002
(460)	0.11	15000	N	From: 93%	0%	SR 24 2% 1% 4	1% 0%	N	0.083	N	0.614	16000	N	2002
400				To:		Appomattox County Lin		1						
Bus				From:		US 460 West of Lynchbu	-							
460	1.11	13000	G	97%	0%	2% 0% 1	% 0%	_ F	0.095	F	0.55	13000	G	2002
Bus				From:		15-892								
(460)	2.25	15000	Α	97% To:	0%		% 0%	Α .	0.102	Α	0.523	16000	Α	2002
C' CY II				10.		WCL Lynchburg								
City of Lynchburg Bus				From:		WCL Lynchburg								
(460) Timberlake Rd	0.62	33000	G	97%	0%	2% 0% 1	% 0%	F	0.083	F	0.554	34000	G	2002
Bus				From:		Old Graves Mill Rd]						
Timberlake Rd	1.14	25000	G	97%	0%	2% 0% 1	% 0%	F	0.086	F	0.543	25000	G	2002
Bus				To: From:		Leesville Rd		<u> </u>						
Bus 460 Timberlake Rd	0.28	32000	G	97%	0%	2% 0% 1	% 0%	F	0.088	F	0.556	33000	G	2002
<u></u>				To: From:		Lynchburg Expressway		1—						
Bus 460 Fort Ave	1.10	19000	G	97%	0%		% 0%	F	0.086	F	0.546	19000	G	2002
<u></u>				To:	- , 0	Wards Rd	. 0,0			-				
Bus	0.14	NA		From:		Belfast St		J	NA			NA		
460	U. 14	· 17/5		To		LIC D 20		1	11/7			IN/A		
Bus Bus Fort Ave	4.40	00000		From:	00/	US Bus 29	nn/ 00/	<u> </u>	0.004	_	0.540	04000		2022
(460) (29) Fort Ave	1.19	23000	G	98% To:	0%	1% 0% 0 MEMORIAL AVE	0% 0%	С 1	0.084	F	0.516	24000	G	2002
						INDINORIAL ATTE		<u> </u>						

					Cai	mpbell Maintenan	ice Area	3							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg				From:		HCD 20		1							
Bus (460)	0.57	NA				US Bus 29				NA			NA		
400				To:		US 221									
Bus Fort Ave	0.67	42000	8.4	From:		03 221				NΙΔ			NIA		2002
460 221 Fort Ave	0.67	12000	M	. —						NA			NA		2002
Bus				From:		BUS US 501									
(460)(221)	0.18	6000	М			110 5000 110 50				NA			NA		2002
Bus				To: From:		118-6027; 118-60 12TH STREET									
460 221 Kemper St	0.41	11000	G	92%	2%	4% 1%	2%	0%	С	0.083	F	0.604	12000	G	2002
				To: From:		LYNCHBURG E	XP	- 1							
Bus Bus 460 501 Kemper St	0.34	12000	G	95%	1%	2% 1%	2%	0%	F	0.085	F	0.585	13000	G	2002
460 501 Kemper St	0.54	12000	G	To:	1 /0	CAMPBELL AV		0 70	,	0.003	•	0.505	13000	U	2002
Bus Bus				From:		KEMPER ST									
460 (501) Campbell Ave	0.88	18000	G	95%	1%	2% 1%	2%	0%	С	0.151	F	0.729	19000	G	2002
Bus Bus				To: From:		MAYFLOWER I	OR								
460 501 Campbell Ave	0.48	18000	G	95%	1%	2% 1%	2%	0%	F	0.09	F	0.606	19000	G	2002
400 (301)				To:		FLORIDA AVI									
Bus Bus	0.00	40000		From:	40/				_	0.000	_	0.000	00000	_	0000
460 501 Campbell Ave	0.23	19000	G	95% To:	1%	2% 1% US 460	2%	0%	F	0.096	F	0.608	20000	G	2002
G 1 11 G .						03 400									
Campbell County				From:		Halifax County Li	ine	1							
501	0.09	6000	G	90%	0%	2% 1%	7%	0%	F	0.079	F	0.528	6000	G	2002
				To:		SCL Brookneal									
Fown of Brookneal															
~~~	0.70	0000		From:	00/	SCL Brookneal		00/		0.070		0.500	0000		0000
501	0.76	6000	N	90%	0%	2% 1%	7%	0%	N	0.079	N	0.528	6000	N	2002
~~~				From:		SR 40	=0/						2122		
501	1.52	6100	G	90% To:	0%	2% 1% NCL Brookneal	7%	0%	F	0.082	F	0.626	6100	G	2002
G 1 11 G .						NCL BIOOKIIea	ı								
Campbell County				From:		NCL Brooknea	l	1							
501	1.40	6100	N	90%	0%	2% 1%	7%	0%	Ν	0.082	Ν	0.626	6100	Ν	2002
<u> </u>				To:		15-633									
501	3.48	4900	G	90%	0%	2% 1%	7%	0%	F	0.084	F	0.572	4900	G	2002
901)				To:		15-917									
501	4.79	5100	G	90%	0%	2% 1%	7%	0%	F	0.082	F	0.579	5100	G	2002
301)				To		15-761									
501	8.33	6000	G	From: 90%	0%	2% 1%	7%	0%	F	0.085	F	0.647	6000	G	2002
501				To		W SR 24	- ' ' '		-		-				
(F01)	0.92	9900	G	96%	0%	2% 0%	2%	0%	F	0.084	F	0.585	9900	G	2002
501	0.02				• • • • • • • • • • • • • • • • • • • •				•	0.00	•	0.000			
FOA	4.15	8900	Α	From: 96%	0%	E SR 24 2% 0%	2%	0%	Α	0.107	Α	0.700	9500	Α	2002
501	4.10	0000	^	T	070		270		,,	0.107	٨,	0.700	0000	,,	2002
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	2.82	9600	G	From: 96%	0%	15-670 2% 0%	2%	0%	F	0.094	F	0.689	9600	G	2002
501	2.02	5500	3	30 /6 To:	J /0	SCL Lynchburg		0 /0	'	0.034	'	0.003	3000	J	2002
City of Lynchburg				-			-								
~~~				From:		SCL Lynchburg									
501 Campbell Ave	0.99	15000	G	96%	0%	2% 0%	2%	0%	F	0.095	F	0.709	15000	G	2002
				To: From:		US 460									
501 (460)	2.36	25000	Α	93%	0%	2% 1%	4%	0%	Α	0.107	Α	0.53	26000	Α	2002
				To: From:		US 501									
(501)	0.59	21000	G	94%	1%	US 460 2% 1%	2%	0%	F	0.092	F	0.601	22000	G	2002
[501]	0.00	_ 1000	5	34 /0 To:	1 /0	SR 128 Mayflower		3 /0	•	0.032	•	0.001	22000	J	2002
				ı		511 120 111dy110WCI									

					Car	mpbell Maint	enance Are	a							
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg															
~~~~			_	From:	10/	SR 128 Mayf		201	_		_	0 = 40			
501 Candler Mtn Rd	0.40	36000	G	94%	1%		% 2%	0%	F	0.085	F	0.519	38000	G	2002
				From:		S 29 Lynchburg US 29 LYNCHI		-							
501 29 Lynchburg Expres	0.34	43000	N	91%	0%		% 5%	0%	Ν	0.092	Ν	0.575	43000	N	2002
301) (23)				To:		WARDS RI									
501 Lynchburg Expressway	1.51	40000	G	94%	1%		% 2%	0%	С	0.107	F	0.681	41000	G	2002
201 Eynomburg Expressivay	1.01	40000	Ŭ	- 70	170				Ü	0.107	•	0.001	41000	O	2002
Company Francisco	4.04	20000		From:	40/	Timberlal		00/	_	0.000	_	0.544	40000	0	2002
501 Lynchburg Expressway	1.21	38000	G	94%	1%	2% 1	% 2%	0%	F	0.089	F	0.514	40000	G	2002
~~~				From:		Graves M								_	
501 Lynchburg Expressway	1.24	30000	G	94%	1%	2% 1	% 2%	0%	F	0.088	F	0.505	32000	G	2002
~				To: From:		Lakeside	e Dr	•							
501 Lynchburg Expressway	1.54	12000	G	92%	1%	3% 1	% 3%	0%	С	0.085	F	0.545	13000	G	2002
<u> </u>				To		Wiggingto	on Rd								
501 Lnchburg Expressway	1.86	12000	G	92%	1%		% 3%	0%	F	0.086	F	0.679	12000	G	2002
				To:		Boonsbo									
~~			_	From:		Lynchburg Ex									
501 Boonsboro Rd	1.80	9300	G	94%	0%		% 3%	0%	С	0.092	F	0.602	9700	G	2002
~				To:		WCL Lynd	chburg								
Bus			_	From:		US 46			_		_			_	
501 Campbell Ave	0.23	19000	G	95%	1%	2% 1	% 2%	0%	F	0.096	F	0.608	20000	G	2002
Bus				To: From:		Florida .	Ave	•							
501 Campbell Ave	0.48	18000	G	95%	1%	2% 1	% 2%	0%	F	0.09	F	0.606	19000	G	2002
301)	00			- T	.,,				•	0.00		0.000		•	
Bus				From:		Mayflow	er Dr								
501 Campbell Ave	0.88	18000	G	95 <u>%</u>	1%	2% 1	% 2%	0%	С	0.151	F	0.729	19000	G	2002
				To: From:		Kempe									
501 Kemper St	0.24	12000	G	95%	1%	Campbell 2% 1	% 2%	0%	F	0.085	F	0.585	13000	G	2002
501 Kemper St	0.34	12000	G	93 76 To:	1 70	Lynchburg Ex		070	Г	0.065	Г	0.565	13000	G	2002
Bus				From:		US 22									
501 221 Kemper St	0.41	11000	G	92%	2%	4% 1	% 2%	0%	С	0.083	F	0.604	12000	G	2002
				To:		12TH STI	REET								
Bus				From:		118-6027; 1	18-6031								
501 (221)	0.18	6000	М							NA			NA		2002
Bus				To: From:		FORT A	V E	•							
501 Campbell Ave	0.23	9300	G	98%	1%	1% 0	% 0%	0%	F	0.093	F	0.675	9700	G	2002
301) 64	0.20	0000		- T	170					0.000	•	0.070	0,00	Ū	2002
Bus				From:		Park A	ve								
501 Langhorne Rd	0.27	10000	G	98%	1%	1% 0	% 0%	0%	F	0.086	F	0.671	10000	G	2002
<u> </u>				To:		Memoria	l Ave								
Bus Bus Pd	0.20	20000	_	000/	10/			00/	_	0.094	_	O E22	20000	C	2002
501 Langhorne Rd	0.29	20000	G	98%	1%	1% 0	% 0%	0%	F	0.084	F	0.533	20000	G	2002
Bus				From:		Murrell	Rd								
501 Langhorne Rd	1.06	16000	G	98%	1%	1% 0	% 0%	0%	С	0.084	F	0.688	17000	G	2002
30.7				_				 1							
Bus				From:		Hill S		ļ							
501 Langhorne Rd	0.47	12000	G	98%	1%	1% 0	% 0%	0%	F	0.096	F	0.846	13000	G	2002
Due				To: From:		Cranehil	l Dr								
Bus 501 (Langhorne Rd	1.37	9600	G	95%	1%		% 1%	0%	С	0.084	F	0.539	10000	G	2002
501 Langhorne Rd	1.37	2000	G	95% To:	1 70	Rivermont		U 70	C	0.004	٢	0.539	10000	G	2002
Bus				From:		Langhorn									
501 Rivermont Terrace	0.25	5700	G	95%	1%		% 1%	0%	F	0.095	F	0.582	6000	G	2002
				To:		Rivermon		1							
Bus	_			From:		Rivermont '						_			
501 Rivermont Ave	0.44	18000	G	97%	0%		% 1%	0%	F	0.091	F	0.600	19000	G	2002
				To:		Link F	Rd								

					Ca	mpbeli Maintenar	nce Area	a							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg				From:				1							
Bus 501 Boonsboro Rd	0.76	14000	G	97%	0%	Link Rd 1% 0%	1%	0%	F	0.096	F	0.636	15000	G	2002
\hookrightarrow				To		Trents Ferry Re			-		-				
Bus 501 Boonsboro Rd	1.75	12000	G	97%	0%	1% 0%	1%	0%	С	0.086	F	0.542	13000	G	2002
501 Boorisboro Na	1.75	12000	G	To:	0 70	Lynchburg Express		070	C	0.000	'	0.542	13000	O	2002
Campbell County															
	0.19	2200	F	From: 92%	1%	US 460; SR 24 3% 3%	2%	0%	F	0.088	F	0.597	2200	F	2002
608	0.19	2200	г	92 70 To:	170	Appomattox County		0%	Г	0.000	Г	0.597	2200	Г	2002
				From:		SR 24									
609	0.11	250	R							NA			NA		1999
				To: From:		06-718									
609	0.05	230	R	To:		Campbell County	Line			NA			NA		1999
				From:		US 460	Line								
609	1.70	380	R	To:		06-608				NA			NA		1999
				From:		Appomattox County	y Line								
609	1.10	720	N	89%	2%	4% 3%	2%	0%	N	0.098	Ν	0.553	720	Ν	2002
				To:	C	SR 24	; 06-607								
(718)	0.20	390	R			SR 24				NA			NA		04/08/2002
(718)				To:		06-609									
\sim				From:		SR 24									
741)	0.13	80	R	To:		Campbell County	Lina			NA			NA		04/08/2002
				From:		Campbell County									
1500	0.11	40	R			campoen county	Line			NA			NA		1994
(19)				To:		Cul-de-Sac									
	2.20	280	•	From: 96%	0%	SR 40 SOUTH		0%	F	0.007	_	0.624	200	0	2002
600	2.30	200	G	90%	0%	2% 1%	2%	0%	Г	0.097	F	0.621	280	G	2002
600	1.81	600	R	From:		15-619				NA			NA		1998
(000)				To:		SR 40 NORTH	ł								
(600)	1.87	910	G	96%	0%	SR 40 MID 2% 1%	2%	0%	С	0.094	F	0.590	910	G	2002
(600)	1.07	310	0	30 70	0 70			070	C	0.034	'	0.590	910	0	2002
600	2.17	550	G	96%	0%	15-618 SOUTE 2% 1%	2%	0%	F	0.082	F	0.571	550	G	2002
				To		15-756									
600)	3.41	480	G	96%	0%	2% 1%	2%	0%	F	0.093	F	0.537	480	G	2002
				To: From:		15-601									
600	0.78	510	G	96%	0%	2% 1%	2%	0%	F	0.091	F	0.602	510	G	2002
	4.00	ECO		From:	00/	Charlotte County l		00/		0.000		0.600	E00		2000
(600)	1.20	560	G	96% To:	0%	2% 1% 19-615	2%	0%	F	0.092	F	0.606	560	G	2002
Town of Brookneal						010									
	0.01	666	_	From:	001	US 501	001	001		0.410	_	0.00-	202	_	
601 Juniper Cliff Rd	0.84	220	G	98% To:	0%	1% 1% NCL Brooknea	0% al	0%	С	0.119	F	0.667	220	G	2002
Campbell County						1.02 Brookie									
				From:		NCL Brooknea									
(601)	1.00	220	N	98% To:	0%	1% 1% 15-605 West	0%	0%	N	0.119	N	0.667	220	N	2002
				From:		15-605 East									
(601)	9.24	510	R	Te		15 (00				NA			NA		07/17/2001
				10:		15-600									

					Car	mpbell Main	tenance	Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+			2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Campbell County				From:		Dead 1	End		Ī							
602	1.00	270	R			Deua	Ling.				NA			NA		07/17/2001
				To-		15-6	05									
				From:		15-6	46									
603	3.00	510	R	To:		06.604.6	06.640				NA			NA		07/09/2001
				From:		06-604; (
600	5.00	120	R	FIOIII.		15-6	51				NA			NA		07/09/2001
604)	3.00	120		т		15.7					14/4			IVA		01/03/2001
600	0.40	20	R	From:		15-7	31				NA			NA		07/09/2001
604)	0.10			To:		Dead 1	End				10.			147.		0170072001
				From:		15-633 V										
605)	3.58	530	R								NA			NA		1993
				To		15-9	17		1							
605)	0.54	530	G	92%	1%			%	0%	F	0.109	F	0.589	530	G	2002
				To: From:		US 5	01		1							
605)	2.87	1100	G	92%	1%			%	0%	F	0.108	F	0.644	1100	G	2002
				To:		15-601 V	VEST									
605)	2.34	1000	G	92%	1%			%	0%	С	0.086	F	0.702	1000	G	2002
				To:		SR 4										
_				From:		15-6	15									
606	7.68	700	R								NA			NA		07/09/2001
				To:		Appomattox C	County Lin	2								
\bigcirc				From:		15-70	01									0=11010001
607)	1.00	30	R								NA			NA		07/10/2001
				From:		1.00 ME	15-701									
607)	0.40	180	R	To:		HC 501 N	OBTH		1		NA			NA		07/10/2001
				From:		US 501 N US 501 S	OUTH									
(607)	3.00	350	R								NA			NA		07/10/2001
				To:		15-6	15									
				From:		15-72										
(609)	0.91	1500	G	91%	1%	3%	3% 1	%	0%	F	0.079	F	0.548	1500	G	2002
<u> </u>				From:		15-6										
609	3.25	1100	G	91%	1%			%	0%	С	0.089	F	0.709	1100	G	2002
				To:		06-6										
	0.30	350	R	From:		15-6	09				NA			NA		05/30/2001
610	0.30	350	K	To:		Appomattox C	County Lin	a.			INA			INA		03/30/2001
				From:		15-6			1							
611)	0.50	610	R			15 0	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				NA			NA		05/30/2001
				To:		Appomattox C	County Lin	е								
				From:		15-6	33									
612	1.90	400	R								NA			NA		08/14/2001
				To-		15-9	17									
\bigcirc				From:		Dead 1	End									
613	0.56	60	R								NA			NA		1998
		4.55		From:		0.56 MN D	ead End									001471005
613	0.59	140	R	To:		15-6	22				NA			NA		08/14/2001
				From:					<u> </u>							
614)	2.80	60	R			15-635 V	VESI				NA			NA		08/14/2001
014	2.00	00	11	To:		15-633 I	EAST				11/7			INA		JUI 171200 I
				From:		SR 2			J							
615)	3.36	3600	G	88%	0%	11% (%	0%	С	0.092	F	0.679	3600	G	2002
				To:		15-6										
·			_						_	_		_		·	_	

					Cai	mpbeli Maintenai									
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Campbell County				From:		15-606		1							
615)	1.83	2200	G	88%	0%	11% 0%	1%	0%	F	0.092	F	0.689	2200	G	2002
0.0				To:		15-607									
615)	2.17	1300	G	From: 88%	0%	11% 0%	1%	0%	F	0.095	F	0.718	1300	G	2002
				To:		15-651		1							
615)	2.70	980	G	From: 88%	0%	11% 0%	1%	0%	F	0.106	F	0.744	980	G	2002
				To:		15-648 EAST									
615)	5.04	1300	G	88%	0%	11% 0%	1%	0%	F	0.093	F	0.747	1300	G	2002
				To:		15-834		1							
615)	3.17	480	G	From: 88%	0%	11% 0%	1%	0%	F	0.093	F	0.636	480	G	2002
				To:		Charlotte County	Line								
				From:		15-600									
616	0.40	130	R							NA			NA		1998
				To:		Charlotte County	Line								
\bigcirc				From:		Dead End									
(617)	0.35	210	R	To		15.600				NA			NA		08/22/200
				In.		15-690									
\bigcirc	0.00	200	_	From:		Charlotte County	Line			NIA			NIA		4000
618	0.20	200	R							NA			NA		1998
				From:		15-749									1000
618)	0.20	190	R							NA			NA		1998
				From:		15-822									
618)	0.90	220	R	To:		4.500.00.00				NA			NA		1998
				From:		15-600 SOUTI 15-600 NORTI									
618)	1.27	230	R			10 000 110111				NA			NA		1998
010				To:		15-601 SOUTI	I								
			_	From:		15-601 NORTI	Н								.==.
618	1.58	320	R							NA			NA		07/17/200
				From:		15-645									
618)	0.88	230	R	To:		1.5.10				NA			NA		07/17/200
						15-643		l							
	0.50	220	_	From:	10/	15-600	00/	00/	_	0.101	_	0.600	220	0	2002
619	0.50	320	G	97% To:	1%	1% 0% Charlotte County	0%	0%	С	0.101	F	0.688	320	G	2002
				From:		Dead End	Line	1							
(621)	0.27	200	R			Dead End				NA			NA		08/27/200
021)				To:		15-738									
				From:		Bedford County I	ine								
622	1.12	13000	G	97%	0%	1% 1%	0%	0%	F	0.099	F	0.577	13000	G	2002
				To- From:		15-1520									
622	0.27	13000	G	97%	0%	1% 1%	0%	0%	С	0.084	F	0.548	14000	G	2002
				To:		US 460 BUS									
622	0.93	8500	G	97%	0%	2% 0%	0%	0%	F	0.098	F	0.520	8900	G	2002
022															
(000)	2.31	2700	G	From: 97%	0%	15-682 2% 0%	0%	0%	F	0.107	F	0.599	2800	G	2002
022	2.01	2.00	3		J /0		J /0	 -	i	0.101	•	0.000	2000	5	2002
622 622 622	0.08	1400	G	From: 97%	0%	15-683 2% 0%	0%	0%	F	0.109	F	0.545	1500	G	2002
(622)	0.00	1400	J	31 70	U 70			U 70	F	0.109	r	0.545	1300	G	2002
	0.45	070		From:	00/	0.08 M FRM 15-		00/		0 444		0.520	070		2000
622	2.45	970	G	97% To:	0%	2% 0% US 29 NORTE	0%	0%	С	0.111	F	0.539	970	G	2002
				From:		US 29 NORTE									
622	0.21	830	G	97%	0%	2% 0%	0%	0%	F	0.102	F	0.539	830	G	2002
\ /				To:		15-738 SOUTI	1	1							

					Car	mpbell Ma	amtenar	ice Area	<u> </u>							
Route	Length	AADT	QA	4Tire	Bus	2Axle			2Trail	\cap C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Campbell County				-												
622	3.78	680	G	97% _{To:}	0%	2%	8 NORTH 0% 01; SR 24	0%	0%	F	0.136	F	0.796	680	G	2002
				From:			5-682									
623	1.70	590	G	95%	0%	3%	1% 5-625	1%	0%	С	0.11	F	0.522	590	G	2002
623	1.20	910	G	95% To:	0%	3%	1% 58 EAST	1%	0%	F	0.098	F	0.578	910	G	2002
623	0.20	840	R	From:		15-85	58 WEST				NA			NA		08/14/2001
623	0.90	1900	R	From:			S 460	•	<u> </u>		NA			NA		08/14/2001
				From:			County L	ine								
624)	1.43	180	R				ad End				NA			NA		1998
624)	0.05	1000	R	From:			5-1650		<u> </u>		NA			NA		1998
624)	0.27	230	R	From:		1:	5-829				NA			NA		1998
624 624	0.21	320	R	From:		15-889	9 NORTH	I	ŀ		NA			NA		1998
	0.24	400		From:		15-88	9 SOUTH	[NΙΛ			NΙΔ		1000
(624)	0.34	490	R	To:		US 4	160 BUS				NA			NA		1998
				From:			County L	ine								
625)	1.80	270	R					-			NA			NA		1998
				To:		1:	5-623									
\bigcirc	0.00	=00	_	From:		Bedford	County L	ine								07/10/0004
626	3.00	760	R	To:		15-68	2 NORTH	ſ			NA			NA		07/16/2001
				From:			2 SOUTH									
626	3.87	1600	G	93%	0%	1%	5%	0%	0%	С	0.109	F	0.564	1600	G	2002
				To: From:		1:	5-714									
626	0.76	980	R	To:		15 71	2 WEST		1		NA			NA		07/18/2001
				From:			2 WEST 12 EAST									
(626)	1.20	1000	R								NA			NA		07/18/2001
				To:			LTAVIST	'A								
	0.70	90	R	From:		1:	5-695				NA			NA		07/16/2001
627	0.70	90	K	To:		15-68	32 WEST				INA			INA		07/10/2001
				From:			82 EAST									
627)	3.00	540	R								NA			NA		07/24/2001
				To: From:		S	R 43									
627	0.10	30	R	To:		4.	5 710				NA			NA		07/24/2001
				From:			5-712									
628)	0.97	1200	G	93%	0%	3%	County L 1%	3%	0%	F	0.103	F	0.571	1200	G	2002
020	3.01			To	5 /0			J,0					0.07 1	.200		
628	3.17	1300	G	From: 93%	0%	3%	5-682 1%	3%	0%	С	0.101	F	0.597	1300	G	2002
628		- * *		To:			R 43									
				From:		De	ad End				·					
629	0.18	30	R								NA			NA		08/20/2001
				To:		1:	5-699									

					Car	mpbell Main										
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+				<i>, ,,</i> ,	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Campbell County				From:					1	1						
(630)	2.10	810	R	From:		Bedford Co	ounty Lir	ne			NA			NA		07/16/2001
(630)	2.10	0.0		To		SR 4	43			1	1471			147 (0771072001
				From:		Dead	End									
631)	0.50	40	R							•	NA			NA		07/16/2001
				To: From:		15-7	16			ļ						
631)	1.35	160	R	_					1	1	NA			NA		07/16/2001
				To:		Bedford Co										
	0.97	70	R	From:		Bedford Co	unty Lir	ne			NA			NA		07/16/2001
632	0.91	70	IX	To:		15-6	31				INA			INA		07/10/2001
				From:		15-7										
633)	2.82	320	R	-							NA			NA		08/20/2001
				To: From:		15-761 N										
600	3.31	190	G	94%	0%	15-761 S 5%	1%	0%	0%	l F	0.107	F	0.619	190	G	2002
633	3.51	130	G	34 /0	0 70			0 70	0 70	' 1	0.107	•	0.019	190	U	2002
(622)	1.31	260	G	From: 94%	0%	15-635 V 5%	1%	0%	0%	F	0.089	F	0.612	260	G	2002
633	1.01		Ū	To:				0 70	- 70	1	0.000	•	0.012	200	Ü	2002
633)	1.56	190	G	From: 94%	0%	5%	1%	0%	0%	F	0.113	F	0.522	190	G	2002
633				To:		15-6141										
633)	1.59	300	G	94%	0%		1%	0%	0%	F	0.104	F	0.576	300	G	2002
633				To:		15-6										
633	0.42	530	G	94%	0%		1%	0%	0%	С	0.101	F	0.582	530	G	2002
				To:		US 5										
633)	1.43	210	R	From:		053	701				NA			NA		08/20/2001
				To:		15-6	05									
				From:		Dead	End									
634	0.55	40	R								NA			NA		08/29/2001
				From:		15-6	64			-						
634	0.06	70	R	_						ī	NA			NA		1998
				To:		Dead										
(635)	1.28	100	R	From:		Dead	End				NA			NA		08/14/2001
(635)	1.20	100		Tai		15.6	1.4		1	ı	14/ (147 (00/1-//2001
(635)	0.60	110	R	From:		15-6	014				NA			NA		08/14/2001
(033)	0.00			To:		15-633 S	OUTH							10.		00/11/2001
\bigcirc				From:		15-633 N	ORTH									
635	6.80	220	R	To:		15-761 S	OUTH			I	NA			NA		08/14/2001
				From:		15-761 N										
635)	0.44	850	G	97%	1%		0%	1%	0%	С	0.090	F	0.705	850	G	2002
				To:		US 5	501									
	0.51	400		From:		15-6	05				NIA			NΙΔ		00/14/2001
636)	0.51	190	R	To:		15-9	017		1	Ī	NA			NA		08/14/2001
				From:		15-7										
637)	2.10	130	R	<u> </u>		13-7	01				NA			NA		08/14/2001
				To		15-6	35									
				From:		15-7	61									
638)	0.10	110	R				-22		1	i	NA			NA		08/20/2001
				To:		15-6										
(20)	1.00	90	R	From:		Dead	End			l	NA			NA		1998
639	1.00	30	Λ.	To		15-6	500				INA			INA		1330
							-									

					Car	mpbell Maiı	ntenan	ice Area	l							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3			2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Campbell County				From:		D'11 1 '	C	T .								
640)	1.81	660	R			Pittsylvania	County	Line			NA			NA		08/27/2001
040				To		15-	712									
\sim				From:		15-	605									
641)	2.00	110	R	To:		15-	642				NA			NA		07/17/2001
				From:		Dead										
642	1.10	90	R	<u> </u>		Deuc	Liid				NA			NA		07/17/200
				To:		15-	643									
\bigcirc	0.47	000	_	From:		15-	917				NIA			NIA		4000
643)	0.17	600	R	_							NA			NA		1998
	4.43	400	G	From: 96%	0%	4%	501 0 %	0%	0%	С	0.101	F	0.778	400	G	2002
(643)	4.43	400	G	90 /0	0 70			0 /0	0 70	ı	0.101	•	0.776	400	G	2002
643 643	3.90	330	G	From: 96%	0%	4%	0%	0%	0%	F	0.098	F	0.688	330	G	2002
0.10			_	То:		15-									-	
				From:		15-	618									
645)	1.39	40	R								NA			NA		07/17/2001
				From:		1.39 ME	15-618	3								
645)	1.01	30	R	To:		15-	601		1		NA			NA		07/17/2001
				From:		15-			!							
646)	3.18	210	R	<u> </u>		13-	001				NA			NA		1998
				To: From:		15-	615		1							
646)	3.93	370	G	96%	0%	2%	0%	0%	0%	F	0.083	F	0.695	370	G	2002
				From:		06-	604									
646)	0.39	410	G	96%	0%	2%	0%	0%	0%	F	0.078	F	0.702	420	G	2002
				From:		06-				<u> </u>						
646	7.55	910	G	96%	0%	2%	0%	0%	0%	F	0.105	F	0.589	910	G	2002
	2.03	1800	G	From: 96%	0%	2%	24 0%	0%	0%	С	0.104	F	0.642	1800	G	2002
646)	2.03	1000	G	70 /0	0 /0	15-		0 /0	0 70		0.104	•	0.042	1000	G	2002
				From:		Dead										
(647)	0.28	320	R								NA			NA		08/14/200
				To:		US 46										
(a)	5.59	580	R	From:		15-	643				NA			NA		08/14/2001
648	5.59	300	K	Tai		15	(52				INA			INA		00/14/200
648	0.80	220	G	From: 92%	0%	2%	2%	4%	0%	С	0.093	F	0.619	220	G	2002
648				To:	0,0	15-615	SOUTH	[0.000	•	0.0.0			
	6.03	140	R	From:		15-6151	NORTH	[NA			NA		07/09/2001
648)	0.03	140	K	To:		15-	646				INA			INA		07/09/200
				From:		15-										
649	1.10	80	R			-					NA			NA		07/09/2001
				To:		06-										
<u></u>	6 75	200	ь	From:		US	501				NIA			NIA		07/10/2004
650	6.75	390	R	To:		15-	615				NA			NA		07/10/2001
				From:		15-										
(651)	7.39	220	R								NA			NA		07/10/2001
				To- From:		15-	606									
651)	4.59	340	R	-							NA			NA		07/10/2001
				To:		SR	24									

					Car	mpbell Maintenan	ce Area	3							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			\cap	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Campbell County				From:		15-635		1							
652	0.05	40	R			13-033				NA			NA		08/14/2001
				To: From:		US 501; 15-761									
652	3.30	560	G	95%	0%	2% 2%	2%	0%	С	0.112	F	0.574	560	G	2002
652	2.90	170	G	From: 95%	0%	15-651 2% 2%	2%	0%	F	0.105	F	0.722	170	G	2002
002				To:		15-648									
				From:		15-761									
653	0.20	160	R	_						NA			NA		1998
				To:		Dead End									
	2.50	120	В	From:		US 501				NΙΛ			NΙΔ		07/10/200
654)	2.50	130	R	To:		15-650				NA			NA		07/10/200
				From:		US 501 NORTH	г	1							
655)	3.20	670	R	_		03 301 NORTI	ı			NA			NA		1998
033)				To:		US 501 SOUTH									
				From:		15-606									
656	4.71	390	R							NA			NA		1998
				To: From:		SR 24									
656	2.25	1000	G	98%	0%	1% 0%	1%	0%	С	0.107	F	0.664	1000	G	2002
				To: From:		15-646		ŀ							
(656)	0.10	3100	G	98%	0%	1% 0%	1%	0%	F	NA			3000	G	2002
				To:		US 460									
				From:		Dead End									
(657)	2.39	80	R							NA			NA		07/09/200
				To:		15-646									
\bigcirc	0.50	400	_	From:		15-656				.			NIA		4000
658	2.50	180	R	To:		15-646				NA			NA		1998
				From:				I							
	1.54	300	R	From:		US 460				NA			NA		05/30/200
659	1.54	300	K	To:		15-609				INA			INA		03/30/200
				From:		ECL LYNCHBUF	2G								
660	1.90	300	R	<u> </u>		ECE ET NCHBOI				NA			NA		1998
000				To		1.00 M EDM EC	т								
(660)	4.57	270	R	From:		1.90 M FRM EC	L			NA			NA		1998
(000)				To:		SR 24									
				From:		Dead End									
661)	0.48	310	R	-						NA			NA		08/20/200
				To:		SR 24									
				From:		15-660									
662	2.08	640	R							NA			NA		05/30/2001
				To:		US 460									
	0.00	400	_	From:		15-615									07/00/000
663	6.69	430	R	To:		15-606 WEST		1		NA			NA		07/09/2001
				From:		15-606 EAST									
663	1.20	30	R							NA			NA		07/09/200
				To:		15-648									
				From:		15-677									
664)	1.29	830	G	99%	0%	1% 0%	0%	0%	С	0.096	F	0.6	850	G	2002
				To:		US 501									
$\overline{}$			_	From:		US 501									
(665)	0.64	1600	R							NA			NA		09/25/2001
				To		15-660									

						mpbeli Maintenar									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			$-\alpha c$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Campbell County				From:		15-660		1							
666)	0.35	90	R							NA			NA		08/27/200
				To:		Dead End									
\bigcirc				From:		US 501									00/0=/00/
667	1.17	230	R	To:		Dead End				NA			NA		08/27/200
				From:		Dead End Dead End		1							
668	0.35	200	R	<u> </u>		Dead Elid				NA			NA		08/22/200
000				To:		15-682									
				From:		15-680									
669	1.43	180	R	_						NA			NA		08/29/200
				To: From:		15-670 WEST 15-670 EAST									
669	1.78	270	R			13-070 E/131				NA			NA		1998
000				To:		1.78 M FRM 15-6	570								
669	1.01	380	R	From:		1.76 WH RWI 15-C	,,,			NA			NA		1998
				To:		15-664									
				From:		SCL LYNCHBUI	RG								
670	2.00	2800	G	99%	0%	1% 0%	0%	0%	С	0.103	F	0.703	2900	G	2002
				To: From:		15-677 EAST									
670	2.82	1200	G	99%	0%	1% 0%	0%	0%	F	0.096	F	0.583	1200	G	2002
				To-		US 501									
	0.07	940	R	From:		US 501; SR 24				NA			NA		1998
671)	0.07	340	K							INA			INA		1990
	0.05	490	R	From:		15-891				NA			NA		1998
671)	0.05	490	K	To:		Dead End				INA			INA		1990
				From:		15-635									
(672)	2.11	170	R	<u> </u>		10 030				NA			NA		08/14/200
				To:		15-605									
<u> </u>				From:		15-692									
673)	0.30	130	R	To:						NA			NA		08/20/200
						Dead End									
(27A)	0.26	1400	R	From:		15-738				NA			NA		08/29/200
674)	0.20	1400	IX.	To:		Dead End		1		INA			INA		00/23/200
				From:		15-683		1							
675)	0.44	130	R							NA			NA		08/20/200
				To:		Dead End									
\sim				From:		15-600									
676	0.30	40	R	To:						NA			NA		07/17/200
						Charlotte County I	ine								
	1.92	1800	G	From: 99%	0%	15-738 0% 0%	0%	0%	С	0.099	F	0.588	1800	G	2002
677)	1.92	1000	G	99 70 To:	076	15-670 EAST	070	076	C	0.099	г	0.566	1000	G	2002
				From:		15-670 WEST									
677	3.09	400	G	99%	0%	0% 0%	0%	0%	F	0.099	F	0.5	410	G	2002
				To: From:		15-664		j							
	4 00	660	G	99%	0%	0% 0%	0%	0%	F	0.101	F	0.607	680	G	2002
	1.30			To-		SCL LYNCHBUI	RG								
677)	1.30														
677)		42000		From:	00/	ECL LYNCHBU		00/	-	0.000	_	0.507	12000		2000
677)	0.34	12000	G	From: 96%	0%	ECL LYNCHBUI	RG 1%	0%	F	0.092	F	0.507	13000	G	2002
		12000	G	From:	0%	ECL LYNCHBU		0%	F		F		13000	G G	2002

						Cal	mpbeli Maintena	ance Area	3							
	Route	Length	AADT	QA	4Tire	Bus	-			Ω C		QK		AAWDT	QW	Year
	Campbell County				From:		05 005									
	678)	1.22	1300	G	96%	0%	2% 0%	1%	0%	С	0.107	F	0.664	1400	G	2002
					From:		US 29		1							
	(679)	0.13	1500	R							NA			NA		08/27/2001
					To: From:		15-1408									
	(679)	0.26	350	R							NA			NA		08/27/2001
Second S					From:		15-1422									
Second S	(679)	0.25	150	R							NA			NA		08/27/2001
Section Sect		0.20	00		From:		15-1416				NΙΛ			NΙΔ		00/27/2004
15-738	(679)	0.29	90	ĸ	To:		Dead End				INA			INA		06/2//200
Secondary Seco					From:				Ī							
	(680)	3.20	1500	G		1%		0%	0%	С	0.088	F	0.544	1500	G	2002
Second	000)															
		0.00	040	_	From:		US 501 SOUT	TH			NIA			NIA		4000
	(680)	3.02	240	ĸ	To:		Dead End				NA			NA		1998
Secondary Seco								ч	1							
Secondary Seco	681	0.27	1200	R			13-024 NOK1	11			NA			NA		1998
Secondary Seco	(601)				To:		15 715 COLIT	T T								
Barrier Barr	691	0.42	810	R	From:		15-/15 8001	н			NA			NA		1998
Second Part	(001)	02			To:		115 460									.000
SR 43 SR 44 SR 45 SR 44 SR 45 SR 24 SR 2	691	2 70	2300	R	From:		05 400				NA			NA		1998
Section Sect	(001)				To		15-622									.000
					From:		SR 43		1							
	(682)	8.94	310	R							NA			NA		1995
682 2.56 2100 G 96% 0% 2% 1% 0% 0% F 0.105 F 0.562 2100 G 2002					To: From:		15-626 SOUT	Ή								
SR 24 SR 2500 G 96% 0% 2% 1% 0% 0% C 0.098 F 0.664 2500 G 2002	(682)	2.56	2100	G		0%	2% 1%	0%	0%	F	0.105	F	0.562	2100	G	2002
682 1.59 2100 G 96% 0% 2% 1% 0% 0% F 0.097 F 0.627 2100 G 2002 682 1.46 2000 G 96% 0% 2% 1% 0% 0% F 0.104 F 0.661 2000 G 2002 682 3.44 3000 G 96% 0% 2% 1% 0% 0% F 0.112 F 0.676 3100 G 2002 682 1.12 9200 G 96% 0% 2% 1% 0% 0% F 0.112 F 0.676 3100 G 2002 682 1.12 9200 G 96% 0% 2% 1% 0% 0% F 0.100 F 0.100 F 0.616 9600 G 2002 682 0.09 11000 G 96% 0% 2% 1% 0% 0% F 0.100 F 0.100 F 0.616 9600 G 2002 683 1.05 230 R 15-682 NA NA NA NA NA 08/22/200 683 2.05 2700 G 79% 0% 4% 15-682 NA NA NA NA NA 08/22/200 683 2.05 2700 G 79% 0% 4% 14% 3% 0% C 0.097 F 0.097 F 0.097 F 0.627 2100 G 2002 1000 G 2002																
682 1.59 2100 G 96% 0% 2% 1% 0% 0% F 0.097 F 0.627 2100 G 2002 682 1.46 2000 G 96% 0% 2% 1% 0% 0% F 0.104 F 0.661 2000 G 2002 682 3.44 3000 G 96% 0% 2% 1% 0% 0% F 0.112 F 0.676 3100 G 2002 682 1.12 9200 G 96% 0% 2% 1% 0% 0% F 0.112 F 0.676 3100 G 2002 682 1.12 9200 G 96% 0% 2% 1% 0% 0% F 0.100 F 0.100 F 0.616 9600 G 2002 682 0.09 11000 G 96% 0% 2% 1% 0% 0% F 0.100 F 0.100 F 0.616 9600 G 2002 683 1.05 230 R 15-682 NA NA NA NA NA 08/22/200 683 2.05 2700 G 79% 0% 4% 15-682 NA NA NA NA NA 08/22/200 683 2.05 2700 G 79% 0% 4% 14% 3% 0% C 0.097 F 0.097 F 0.097 F 0.627 2100 G 2002 1000 G 2002	(682)	1.18	2500	G	96%	0%	2% 1%	0%	0%	С	0.098	F	0.664	2500	G	2002
1.46 2000 G 96% 0% 2% 1% 0% 0% F 0.104 F 0.661 2000 G 2002	<u> </u>															
1.46 2000 G 96% 0% 2% 1% 0% 0% F 0.104 F 0.661 2000 G 2002	(682)	1.59	2100	G	96%	0%	2% 1%	0%	0%	F	0.097	F	0.627	2100	G	2002
15-691 15-692 1.12 9200 G 96% 0% 2% 1% 0% 0% F 0.112 F 0.676 3100 G 2002	0															
15-691	(682)	1.46	2000	G	96%	0%	2% 1%	0%	0%	F	0.104	F	0.661	2000	G	2002
15-622																
1.12 9200 G 96% 0% 2% 1% 0% 0% F 0.100 F 0.616 9600 G 2002	(682)	3.44	3000	G	96%	0%	2% 1%	0%	0%	F	0.112	F	0.676	3100	G	2002
15-1600					From:											
15-1600	(682)	1.12	9200	G	96%	0%	2% 1%	0%	0%	F	0.100	F	0.616	9600	G	2002
Region From Dead End NA NA 1998					To: From:											
Region From Dead End NA NA 1998	(682)	0.09	11000	G		0%			0%	F	0.099	F	0.529	11000	G	2002
683 1.05 230 R SR 24 WEST From: SR 24 EAST NA NA NA NA 08/22/200 NA NA NA NA 08/22/200 NA NA NA NA NA 08/22/200 NA NA NA NA 08/22/200								JRG								
683 0.34 390 R		1.05	230	ь	From:		Dead End				NΙΛ			NΙΛ		1009
683 0.34 390 R	(083)	1.00	230	ĸ	To:		SR 24 WES	Γ			INA			INA		1990
683) 5.52 1600 R					From:											
683) 5.52 1600 R	(683)	0.34	390	R							NA			NA		08/22/2001
683) 5.52 1600 R NA NA 08/22/200 (683) 2.05 2700 G 79% 0% 4% 14% 3% 0% C 0.097 F 0.539 2800 G 2002																
(683) 2.05 2700 G 79% 0% 4% 14% 3% 0% C 0.097 F 0.539 2800 G 2002	683	5.52	1600	R	<u></u>		13-002 NORT	11			NA			NA		08/22/2001
(683) 2.05 2700 G 79% 0% 4% 14% 3% 0% C 0.097 F 0.539 2800 G 2002					To:		15 622									
To: US 29	683	2.05	2700	G		0%		3%	0%	С	0.097	F	0.539	2800	G	2002
	000			_			US 29			_		•			-	

						mpbell Maintena T			_	Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axl			\cap	Hour	QK	Factor	AAWDT	QW	Year
Campbell County				From:		15-625									
684)	1.90	200	R			10 020				NA			NA		1998
				To: From:		1.51 MS 15-11	64								
684)	1.37	160	R	To		15-682		1		NA			NA		1998
				From:		15-738									
685	1.80	5100	G	92%	0%	2% 2%	5%	0%	С	0.096	F	0.642	5100	G	2002
				To: From:		SR 24									
685)	0.30	4100	R							NA			NA		09/25/20
685)	1.40	3700	R	From:		15-1630				NA			NA		09/25/20
000)	1.10	0.00		To:		15-686									00/20/20
				From:		US 29									
686	2.81	720	R							NA			NA		1998
	2.00	2000		From:		15-751				NIA			NIA		4000
686	2.99	3900	R	To:		US 501				NA			NA		1998
				From:		15-686									
687)	3.10	180	R	_						NA			NA		08/27/20
				To:		SR 24									
600	1.18	250	R	From:		15-689				NA			NA		1998
688	1.10		• • • • • • • • • • • • • • • • • • • •	To:		US 29									1000
				From:		15-690									
689	0.90	340	R							NA			NA		08/22/20
	0.00	050		From:		US 29				NIA			NIA.		00/07/00
689	0.28	250	R	To:		15-754				NA			NA		08/27/20
				From:		15-622									
690)	3.40	430	R							NA			NA		08/22/20
				To:		15-688									
204	1.04	260	R	From:		15-683				NA			NA		1998
691)	1.04	200		To:		15-682				147 (147 (1000
				From:		SR 24; 15-74	8								
692)	3.33	560	R							NA			NA		1998
				To: From:		US 29									
693)	2.20	350	R			15-696				NA			NA		08/20/20
693				To:		15-692									
\sim				From:		15-682									
694)	0.65	70	R							NA			NA		07/16/20
694) 694)	0.75	120	R	From:		15-882				NA			NA		07/16/20
694)	0.73	120	K	To:		15-696				INA			INA		07/10/20
				From:		15-682									
695)	4.80	250	R	_						NA			NA		08/27/20
				To:		15-626									
606)	2.40	10	R	From:		Dead End				NA			NA		08/20/20
696	2.70			To:		15-705		1		14/7			IVA		30/20/20
696	2.65	360	R	From:		13-703				NA			NA		08/20/20
(696) (696)		-		To:		15-700									
(696)	0.39	1400	G	98%	0%	1% 0%	1%	0%	F	0.102	F	0.6	1400	G	2002
				To:		15-699									

					Ca	mpbell Mai										
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Campbell County				From:		15	(00									
696)	1.91	910	G	98%	0%	1%	-699 0 %	1%	0%	F	0.108	F	0.658	910	G	2002
696)	3.18	980	G	From: 98%	0%	1%	NORTH 0% SOUTH	1%	0%	С	0.097	F	0.729	990	G	2002
696)	6.47	290	R	From:			NORTH				NA			NA		08/20/2001
				To:		SF	R 24									
(697)	2.76	60	R	From:			-701				NA			NA		07/10/2001
				Tn·		15-	-699									
(698)	3.50	180	R	From:			-701				NA			NA		1998
				To:			-761									
699	1.30	2500	G	94%	0%	1%	S 29 1%	4%	0%	С	0.081	F	0.7	2500	G	2002
699	3.43	1800	G	From: 94%	0%	1%	-701 1%	4%	0%	F	0.082	F	0.661	1800	G	2002
699	1.77	1300	G	From: 94%	0%	15- 1%	-696 1%	4%	0%	F	0.081	F	0.623	1300	G	2002
699	2.65	1200	G	From: 94%	0%	1%	-629 1%	4%	0%	F	0.079	F	0.603	1200	G	2002
				To:			-761									
(700)	2.39	350	R	From:			-696				NA			NA		08/20/2001
				To:			-633									
(701)	4.60	230	R	From:			-699				NA			NA		1998
				From:			SOUTH NORTH									
701)	8.00	440	R	To:		US	501				NA			NA		1998
				From:		Dea	d End									
702	0.40	130	R	To:		15	-648				NA			NA		07/17/2001
				From:												
703	2.69	170	R	To:			-704 -761				NA			NA		08/14/2001
				From:			-705									
704)	1.10	110	R	To:			d End				NA			NA		08/20/2001
				From:		15-	-696									
705)	6.60	40	R	To:		15-	-761				NA			NA		08/20/2001
				From:		Dea	d End									
706)	0.50	20	R	To:		15-	-699				NA			NA		08/20/2001
$\widehat{}$				From:		15-	-712									
707)	0.06	120	R	То		15-	-640				NA			NA		08/27/2001
				From:		Dea	d End									
708)	1.50	70	R	To:		15.	-648				NA			NA		07/10/2001
				From:			d End									
(709)	3.10	220	R								NA			NA		08/10/2001
				Tn-		15-	-696									

Route	Length	AADT	QA	4Tire	Bus	Tr			\cap	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Campbell County				From:		15-696		Ī							
(709)	1.90	640	R	<u> </u>		13-090				NA			NA		08/10/2001
(103)				To		15-692									
				From:		15-711									
710	0.28	250	R							NA			NA		07/16/2001
				To: From:		15-1331									
710	0.72	90	R							NA			NA		07/16/2001
				From:		0.72 ME 15-133	31								0=1101000
710	0.80	90	R	To:		Dead End			1	NA			NA		07/16/2001
				From:		NCL ALTAVIS	ГА								
711)	0.40	1500	G	96%	0%	1% 1%	1%	0%	С	0.08	F	0.674	1500	G	2002
				To:		15-712 EAST									
\bigcirc	4.50	400		From:		15-712 WEST	•			NIA			NIA		07/40/0004
711)	1.50	420	R						ÎII	NA			NA		07/16/2001
	2.00	400	_	To: From:		15-710				NIA			NIA		4000
711)	3.00	100	R						ì	NA			NA		1993
	2.00	220		From:		15-626				NIA			NIA		07/40/0004
711)	2.00	220	R	To:		15-682				NA			NA		07/16/2001
				From:		SR 43 WEST									
712	0.41	250	R			5K 45 WEST				NA			NA		1995
(12)				To:		SR 43 MID									
	0.00	4500	_	From:	00/	SR 43 EAST	00/	00/		0.007	_	0.040	4500	0	2002
712	0.69	1500	G	99%	0%	1% 0%	0%	0%	С	0.097	F	0.612	1500	G	2002
	1.00	900		From:	00/	15-714	00/	0%	г	0.000		0.564	900		2002
712	1.98	800	G	99%	0%	1% 0%	0%	0%	F	0.098	F	0.564	800	G	2002
	1 22	640	G	From:	0%	15-711 EAST 1% 0%	0%	00/	г	0.006		0.504	640		2002
712	1.33	640	G	99% To:	0%	US 29 BUS NOR		0%	F	0.096	F	0.504	640	G	2002
				From:		US 29 BUS SOU	TH								
712	1.59	370	G	99%	0%	1% 0%	0%	0%	F	0.086	F	0.647	370	G	2002
				To: From:		15-699									
(712)	0.12	48	R	_				1	ī	NA			NA		08/27/2001
				To:		Dead End									
	1.00	400	R	From:		15-626				NA			NA		07/24/2001
713	1.00	400	K	To:		15-627				INA			INA		07/24/2001
				From:		NCL ALTAVIS	ГА								
714)	1.03	2500	G	97%	0%	2% 1%	0%	0%	С	0.094	F	0.548	2500	G	2002
				To:		15-712									
714)	0.68	1700	G	97%	0%	2% 1%	0%	0%	F	0.106	F	0.535	1700	G	2002
				To:		15-626									
				From:		15-681									
715)	0.72	NA		To:		1.501			Ì	NA			NA		
						15-681									
740	0.27	40	R	From:		Cul-de-Sac				NA			NA		07/16/2001
716)	0.21	70	1	To		15-631				INA			IVA		0771072001
				From:		Dead End									
718)	1.69	180	R							NA			NA		1998
				To:		15-630									
$\widehat{}$				From:		Dead End									
719	0.70	110	R						Ì	NA			NA		07/09/2001
				To-		15-606									

Route	Length	AADT	QA	4Tire	Bus	Tri			QC	Peak	QK	Dir	AAWDT	QW	Year
Campbell County	- 3					2Axle 3+Axle	1Trail	2Trail		Hour		Factor			
	0.70	260	R	From:		Dead End				NA			NA		07/17/200
720	0.70			To:		15-601				147 (147.		017117200
				From:		15-646									
721)	0.22	230	R							NA			NA		1998
	0.18	80	R	From:		15-926				NA			NA		1998
721)	0.10	- 00		To:		Dead End				INA			14/3		1550
				From:		Dead End									
722	0.42	30	R	To:		15-643		1		NA			NA		07/09/200
				From:		Dead End		<u>.</u>							
723	0.60	260	R							NA			NA		1998
				To		US 29									
(724)	0.11	20	R	From:		15-699				NA			NA		08/20/200
724	0.11	20		To:		15-761				INA			14/4		00/20/200
				From:		15-811									
725	1.10	470	G	97% To:	0%	2% 0% 15-682	0%	0%	С	0.102	F	0.5	470	G	2002
				From:		US 460									
(726)	0.34	8200	G	96%	0%	1% 2%	1%	0%	С	0.121	F	0.861	8200	G	2002
				To: From:		15-609		-							
726	2.43	5500	G	96%	0%	1% 2%	1%	0%	F	0.158	F	0.885	5500	G	2002
	1 50	440		From:		2.43 MN 15-60	9			0.112		0.720	410		2002
(726)	1.52	410	G	To:		Appomattox County	Line			0.113	F	0.729	410	G	2002
				From:		Dead End									
727)	1.70	170	R							NA			NA		07/10/200
				To: From:		15-701		<u> </u>							
(728)	0.30	30	R			Dead End				NA			NA		08/14/200
				To:		15-633									
\bigcirc	0.00	400	_	From:		Dead End				NIA			NIA		00/07/000
729	0.20	120	R							NA			NA		08/27/200
729	0.26	130	R	From:		0.20 M FRM Dead	End			NA			NA		08/27/200
(729)				To:		US 501									
\bigcirc			_	From:		15-646									0=11=1000
730	0.20	150	R	To:		15-601		1		NA			NA		07/17/200
				From:		15-604									
731	1.40	40	R							NA			NA		07/09/200
				To:		15-646									
(732)	1.25	130	R	From:		Dead End				NA			NA		08/14/200
(132)	1.20			To:		15-635									00/11/200
$\overline{}$			_	From:		15-712									
733	0.70	80	R	To:		Dead End				NA			NA		07/18/200
				From:		Dead End		<u>.</u>							
(734)	1.40	320	R	_						NA			NA		08/20/200
				To:		US 29									
(735)	0.42	80	R	From:		Cul-de-Sac			_	NA			NA		08/29/200
(135)	0.42	ou	I.	To:		15-622		1		INA			INA		001231200

Route	Lenath	AADT	QA	4Tire		mpbell Maintenan Tru	ıck		$-\alpha c$	Peak	QK	Dir	AAWDT	QW	Year
Campbell County						2Axle 3+Axle	1Trail	2Trail		Hour		Factor			
	1.15	90	R	From:		Dead End				NA			NA		07/17/200
(736)	1.10			To:		15-615				10/1			147 (017117200
				From:		15-651									
737)	3.10	320	R	To:		15-656				NA			NA		1998
				From:		SR 24									
738	0.13	730	G	98%	0%	1% 1%	0%	0%	F	0.093	F	0.657	730	G	2002
				To: From:		Y Int; Gap Termir 15-754 Gap Termir									
738)	0.06	820	R			т.				NA			NA		1998
				To: From:		0.06 M FRM 05-7		}							
(738)	1.54	920	G	98%	0%	1% 1%	0%	0%	F	0.107	F	0.683	920	G	2002
(738) (738)	0.12	7000	G	From: 98%	0%	15-685 1% 1%	0%	0%	F	0.091	F	0.576	7000	G	2002
(738)	0.12	7000		To:	070	US 29 SOUTH	070	070	<u>'</u>	0.001		0.570	7000	0	2002
<u></u>	0.78	2200	G	98%	0%	US 29 MID 1% 1%	0%	0%	F	0.091	F	0.575	2200	G	2002
738	0.76	2200	G	90 70 To:	0 70			0 /6	ı	0.091		0.575	2200	G	2002
738	0.43	2600	G	98%	0%	15-622 NORTH 1% 1%	0%	0%	F	0.094	F	0.573	2600	G	2002
				To: From:		15-680		ŀ							
738	1.62	3300	G	98%	0%	1% 1%	0%	0%	С	0.092	F	0.646	3300	G	2002
				To: From:		US 29 NORTH									
(739)	0.04	16000	G	97%	0%	US 460 BUS 1% 1%	0%	0%	С	0.085	F	0.553	16000	G	2002
(100)				To:		SCL LYNCHBUR	RG								
\bigcirc	4.00		_	From:		15-626									1000
740	1.00	90	R	To:		Dead End				NA			NA		1998
				From:		US 460 WEST									
742	0.54	70	R	_						NA			NA		1998
				To: From:		US 460 EAST									
(744)	0.04	820	R			15-1520				NA			NA		1998
				To:		SCL LYNCHBU	RG								
\bigcirc	0.50	20	_	From:		SR 24				NIA			NIA		4000
(745)	0.50	90	R	To:		Dead End		1		NA			NA		1998
				From:		15-660									
746)	0.08	NA								NA			NA		
				To: From:		Dead End									
748)	0.40	8	R	110111		SR 24; 15-692				NA			NA		08/20/200
				To:		Dead End									
\bigcirc	4.00	400	_	From:		SR 40									1000
749	1.00	130	R	To:		15-618		1		NA			NA		1998
				From:		US 29									
750	0.36	270	R		,					NA			NA		08/27/2001
			_	From:		15-912									00/07/22
750	0.44	260	R	To:		Dead End				NA			NA		08/27/2001
				From:		15-686		<u>.</u>]							
751)	2.00	210	R	<u></u>						NA			NA		07/10/2001
				To-		15-701	-								

					Can	npbell IVI	aintenar	ice Area	l							
Route	Length	AADT	QA	4Tire	Bus			ıck 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Campbell County				From:		De	ead End		ı							
752)	0.10	240	R	<u> </u>			aud 1311u				NA			NA		05/30/200
				To: From:		0.10 M	N Dead E	nd	-							
752	0.30	300	R								NA			NA		05/30/200
				To: From:		1	5-918		-							
752	0.40	360	R	To:		T	IG 460				NA			NA		05/30/200
				From:			JS 460									
754)	0.36	140	R	110111			JS 29				NA			NA		09/25/200
	0.45	200	_	From:		1	5-689		-		NIA			NIA		00/05/000
754)	0.15	290	R	_							NA			NA		09/25/200
	0.10	80	R	From:]	5-738				NA			NA		09/25/200
754)	0.10	00	IX	To:		De	ead End				INA			INA		09/23/200
				From:			ad End									
755	0.60	90	R	<u> </u>							NA			NA		1998
				To:		1	5-600									
				From:		1	5-601									
756	1.80	160	R			a					NA			NA		1998
				To:			County I	Jine								
	3.00	110	R	From:]	5-660				NA			NA		05/30/200
757	3.00	110	IX	To:		1	5-656				INA			INA		03/30/200
				From:			ead End									
758)	0.13	140	R	<u> </u>							NA			NA		1986
				To:		US 2	9; FR 905									
$\widehat{}$				From:		J	JS 501									
759	0.09	110	R	To:			5.002				NA			NA		08/14/200
				From:			5-803									
(760)	0.11	10	R	110111.		J	5-797				NA			NA		07/17/200
(760)	0.11			To:		De	ead End							100		017117200
				From:		Pittsylvan	ia County	Line								
(761)	1.20	610	G	93%	0%	1%	1%	4%	0%	F	0.107	F	0.644	610	G	2002
				From:		15-63	3 SOUTH	I	-							
761)	3.15	520	G	93%	0%	1%	1%	4%	0%	F	0.102	F	0.687	520	G	2002
				To: From:		1	5-705									
761)	1.97	1000	G	93%	0%	1%	1%	4%	0%	F	0.092	F	0.57	1000	G	2002
				From:			5-699		-							
761)	1.67	2200	G	93%	0%	1%	1%	4%	0%	С	0.086	F	0.521	2200	G	2002
				To:			01; 15-652	2								
	0.58	20	В	From:		De	ead End				NA			NA		07/17/200
762	0.56	20	R	To:		1	5-646				INA			INA		07/17/200
				From:			5-802		1							
763)	0.51	180	R	<u> </u>			.5-002				NA			NA		1998
				To:		1	5-800									
				From:		1	5-859									
769	0.08	400	R								NA			NA		1998
				To: From:		15-7	79 WEST		-							
(769)	0.05	830	R								NA			NA		1998
				From:		1	5-1515		-							
769	0.03	860	R								NA			NA		1998
				To:		15-7	79 EAST									

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	QK Dir Factor	AAWDT Q	N Year
Campbell County				r		11001	1 dotor		
(760)	0.06	1200	R	From:	15-779 EAST	NA		NA	07/18/200
(769)				To:	15-782	<u> </u>			
769	0.26	1200	R	From:	15-702	NA		NA	1998
				To:	US 460 BUS				
\bigcirc				From:	15-1651				
(770)	0.38	170	R	To	15-835	NA I		NA	1998
				From:					
771)	1.80	240	R	<u> </u>	Dead End	NA NA		NA	07/09/200
<u></u>				To:	15-646				
				From:	15-643				
772)	0.65	40	R	_		NA		NA	07/09/200
				To:	Dead End				
	0.07	220	R	From:	SR 24	NIA.		NA	1000
773	0.07	220	ĸ	To:	15-683	NA I		NA	1998
				From:	Dead End				
775)	1.25	80	R		Dena Ema	NA		NA	07/09/200
				To:	15-657				
				From:	Dead End				
776	1.10	70	R	To:	15.610	NA I		NA	07/09/200
				From:	15-648				
770	0.75	80	R	From:	Dead End	NA NA		NA	07/10/200
778)	0.70	00		To	US 501]		10.0	01710720
				From:	15-769 WEST				
779	0.53	200	R			NA		NA	1998
				To:	15-769 EAST				
\bigcirc	4.00			From:	Dead End				1000
781)	1.30	90	R	To:	SR 24	NA I		NA	1998
				From:	15-859				
782)	0.06	230	R		13-839	NA NA		NA	1998
102				To	15-828	1			
782	0.17	350	R	From:	13-020	NA		NA	1998
				To:	15-769				
				From:	Dead End				
783)	0.07	40	R			NA		NA	1998
				To:	15-713				
704	0.42	440	R	From:	15-683 SOUTH	NA NA		NA	1998
784)	0.12		•••	To:	15-683 NORTH]			1000
				From:	Dead End				
785	0.80	40	R			NA		NA	07/09/200
				To	15-643				
\bigcirc	2.22		_	From:	15-605			- NIA	1000
786	0.80	60	R	To:	Dead End	NA I		NA	1998
				From:	Dead End Dead End	I			
787)	0.60	160	R	· L	Dead End	NA NA		NA	05/30/200
		**	• •	To:	15-609	<u> </u>		<u> </u>	
				From:	15-663				
788	0.80	47	R			NA		NA	07/09/200
				To:	Dead End				

					Campbell Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	Peak Di I QC Hour Fact		W Year
Campbell County				From:	US 460 BUS	i		
789	0.15	360	R		CS 100 BCS	NA	NA	08/14/200
				To: From:	0.15 ME OF US 460 BUS]		
789	0.15	180	R			NA	NA	1998
				To:	Cul-de-Sac			
(700)	2.40	100	R	From:	15-615 SOUTH	J NA	NA	07/10/200
790	2.40	100	• • • • • • • • • • • • • • • • • • • •	To:	15-615 NORTH]		077107200
				From:	US 460 BUS	j		
791)	0.55	400	R	т.	D. IF. I	NA 1	NA	1998
				From:	Dead End	<u> </u>		
792	0.70	120	R		Dead End	J NA	NA	07/17/200
(132)				To	15-600			
				From:	15-609			
793)	0.40	190	R	To:	Dead End	NA 1	NA	05/30/200
				From:	15-648	l		
794)	0.30	10	R		15-048	NA	NA	07/09/200
				To:	Dead End			
\sim				From:	15-601]		
795	1.10	50	R	To:	DedFed	NA 1	NA	07/17/200
				From:	Dead End Dead End			
796	0.20	170	R		Dead End	NA	NA	1998
				To	US 460 BUS			
\sim				From:	15-650			
797	0.45	47	R	_		NA	NA	07/17/200
	0.05			From:	0.45 ME 15-650	<u> </u>	- NA	07/40/000
797)	0.25	30	R	To:	Dead End	NA 1	NA	07/10/200
				From:	15-615			
(798)	0.25	90	R	_		NA	NA	07/17/200
				To:	Dead End			
	1 10	440	В	From:	Dead End) NA	NA	1000
799	1.12	110	R	To:	15-609	NA 1	NA	1998
				From:	US 460			
800	0.66	1500	R			NA	NA	1998
				To: From:	SR 24]		
800	0.13	540	R	To:		NA 1	NA	1998
				From:	Appomattox County Line	<u> </u>		
(801)	0.30	50	R		Charlotte County Line	NA	NA	07/17/200
(001)				To:	15-600			
				From:	15-800			
802	0.11	320	R	To:	US 460	NA 1	NA	1998
				From:	Dead End	! 		
803)	0.06	40	R	<u> </u>	Dead End	NA	NA	1998
				To:	15-759	1		
(803)	0.08	30	R	From:		NA NA	NA	1998
				To:	Dead End	<u> </u>		
	0.00	200	-	From:	15-606	NIA.	NIA	07/47/000
804)	0.96	320	R	To:	Dead End	NA 1	NA	07/17/200
					Doug Ling	4		-

						III DOGII IVI	annenan	00 7 11 00	•							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ıck 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Campbell County				From:		De	ead End		Ī							
805)	1.40	140	R				Jud Lind				NA			NA		07/10/2001
				To:			15-615									
	0.75	100	R	From:		1	15-606				NA			NA		1998
806)	0.75	100	K	To:		D	ead End				INA			INA		1990
				From:			ead End									
808)	0.41	40	R								NA			NA		08/20/2001
				To:			SR 24									
809)	0.55	100	R	From:]	15-643				NA			NA		07/17/200
(809)	0.00	100		То:		D	ead End				INA			IVA		01/11/200
				From:		D	ead End									
810	0.33	120	R								NA			NA		08/10/200
				To:			SR 24									
(011)	2.85	700	G	95%	0%		l County Li 0%	1%	0%	С	0.108	F	0.658	710	G	2002
811)				To:			15-725	.,,			000		0.000			
811)	0.11	250	G	95%	0%	3%	0%	1%	0%	F	0.101	F	0.551	250	G	2002
				To:		1	SR 24									
	• • • • • • • • • • • • • • • • • • • •		_	From:		1	15-811									1000
812	0.44	660	R	To:			SR 24		1		NA			NA		1998
				From:			US 29									
814)	0.35	250	R	<u> </u>		'	<i>55 2)</i>				NA			NA		08/27/2001
				To:		D	ead End									
\bigcirc	2.42		_	From:		1	15-832									1000
815)	0.13	90	R	To:		1	15-833				NA			NA		1998
				From:			ead End									
816)	0.60	150	R								NA			NA		1998
				To:			SR 24									
	0.57	70	R	From:		1	15-663				NA			NA		07/09/2001
818	0.57	70	K	To:		D	ead End				INA			INA		07/09/200
				From:			ead End									
(819)	0.40	70	R								NA			NA		05/30/2001
				To:			JS 460									
	0.70	40	R	From:		De	ead End				NA			NA		07/09/2001
820	0.70	70		To:			15-646				INA			IVA		01703/2001
				From:		1	15-705									
821)	0.81	120	R								NA			NA		08/20/2001
				To:			ead End									
822)	0.30	40	R	From:]	15-618				NA			NA		1998
022)	0.00	40	• • • • • • • • • • • • • • • • • • • •	To:		D	ead End				1471			147 (1000
				From:		D	ead End									
823	0.55	120	R	To:			15.600				NA			NA		07/16/2001
				From:			15-682									
824)	1.65	280	R	110111.]	15-696				NA			NA		08/20/2001
024)	1.00			To		1	15-705									25.25.2001
				From:			15-696									
825	0.20	30	R				IF.				NA			NA		08/10/2001
				Tn-		D	ead End									

					Campbell Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	\cap C	(.)K	Dir Factor	AAWDT	QW	Year
Campbell County				From:	Dead End	1					
826)	0.33	80	R	<u> </u>	Dead End	NA			NA		08/14/200
023				To:	15-635						
				From:	15-853 WEST						
827	0.35	100	R	_		NA			NA		1998
				To:	15-853 EAST						
	0.24	470	ь.	From:	15-782]			NΙΔ		00/07/200
828	0.24	170	R	To:	US 460 BUS	NA 1			NA		08/27/200
				From:	15-624						
829	0.42	1500	R	<u> </u>	10 021	NA			NA		1998
				To:	US 460 BUS; 15-1505						
				From:	Dead End						
830	0.26	370	R			NA			NA		08/14/200
				To:	US 460 BUS						
\bigcirc		_		From:	Cul-de-Sac						
831)	0.29	50	R	To:	15.710	NA			NA		07/18/200
				From:	15-712						
	0.14	230	R	From:	SR 24	J NA			NA		1998
832	0.14	230	K			11/74			INA		1990
832	0.00	70		From:	15-815	NA.			NΙΔ		1000
	0.08	70	R	To:	Dead End	NA 1			NA		1998
				From:	SR 24	<u> </u>					
833)	0.08	170	R	<u> </u>	SR 24	NA			NA		1998
833				To:	15-815	1					
833	0.13	140	R	From:	15-813	NA			NA		08/14/200
000)				To:	Dead End]					
				From:	15-615						
834)	1.10	120	R			NA			NA		07/09/200
				To:	Dead End						
				From:	15-1670						
835	0.36	540	R			NA			NA		08/20/2001
				To: From:	15-1526]					
835)	0.11	650	R			NA			NA		08/20/2001
				To: From:	15-770						
(835)	0.12	1700	R			NA			NA		08/20/200
				From:	15-1527						
(835) (835)	0.28	1900	R			NA			NA		08/20/2001
				To:	15-622						
\bigcirc				From:	US 460						
836)	0.45	210	R	To:	DJFJ	NA 1			NA		07/26/2001
					Dead End						
027	0.18	100	R	From:	FR-794	NA			NA		08/29/2001
837)				To:	15-677						
				From:	Dead End	<u> </u>					
838)	0.13	60	R	1	***************************************	NA			NA		1998
				To:	15-891	1					
(838)	0.07	730	R	From:	10 0/1	NA			NA		1998
				To:	US 501						
838 838	0.17	690	R	From:	0.500	NA			NA		1998
				To:	Dead End						

					Campbell Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Pe	(.)K	Dir Factor	AAWDT	QW	Year
Campbell County				From:	15-682						
(839)	0.30	30	R		15-002	N	A		NA		07/16/2001
				To:	Dead End						
\bigcirc			_	From:	Dead End						0=10.110.00
840	0.68	330	R	To:	SR 43	N	4		NA		07/24/2001
				From:	US 460 BUS						
842	0.54	270	R	<u> </u>	05 400 805	N/	A		NA		1998
				To:	US 460 BUS NORTH						
				From:	15-665						
846	0.09	30	R	To:	Deal Fol	N/	A		NA		08/27/200
				From:	Dead End						
(847)	0.60	190	R	FIOIII.	Dead End	N	Δ		NA		08/22/200
847)	0.00	100		To:	15-682	1 1/	`		147.		00/22/200
Town of Brookneal											
				From:	15-601						
849	0.10	360	R			N/	4		NA		07/31/2001
	0.45	0=0	_	From:	15-1126						07/04/0004
849	0.45	250	R	To	Dead End	N	4		NA		07/31/2001
Carrat II Carrata					Dead End						
Campbell County				From:	Dead End						
(850)	1.45	80	R	_		N/	A		NA		1998
				To:	15-660						
	1 57	440		From:	Dead End	NI.			NΙΔ		05/20/2004
851)	1.57	410	R	To:	15-660 NORTH	N/	٠		NA		05/30/2001
				From:	15-660 SOUTH						
851	0.55	5 280	R	_ —		N/	A		NA		05/30/2001
				To:	Cul-de-Sac						
G-50	0.43	30	R	From:	15-851	N	۸.		NA		1998
852	0.43	30	1	To:	Cul-de-Sac	147	`		IVA		1000
				From:	15-622 WEST						
(853)	0.16	350	R			NA		NA		1998	
				To: From:	15-827 WEST						
853	0.10	200	R			N/	A		NA		1998
				To: From:	15-827 EAST						
853	0.09	320	R	. —		N/	A		NA		1998
				To:	15-622 EAST						
	0.40	180	R	From:	15-615	N	۸.		NA		07/10/2001
854)	0.40	100	IX.	To:	Dead End	11/	`		INA		01/10/2001
				From:	Bedford County Line						
858	0.50	540	R	-		N	A		NA		1998
				To: From:	15-623 WEST						
858	0.65	3300	G	98%	0% 1% 0% 0% 0%	C 0.1	06 F	0.624	3400	G	2002
				To:	15-1580						
\bigcirc		F4.5	_	From:	15-769						105-
859	0.19	580	R	-		N	4		NA		1998
		400-		To: From:	15-1546						105-
859	0.03	1200	R			N	4		NA		1998
		4400		From:	15-1515	<u> </u>	h 1 A		1000		
859	0.07	1400	R	To:	15-782	N	٠		NA		1998
					15-702						

					Campbell Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak	()K	Dir Factor	AAWDT	QW	Year
Campbell County				From:	15-782						
859	0.18	1500	R		10 702	NA			NA		1998
				To: From:	15-1528						1000
859	0.06	1800	R	To:	US 469 BUS	NA			NA		1998
				From:	Dead End; .10 MW						
860	0.10	30	R		Dead End, .10 MW	NA			NA		07/17/200
				To: From:	15-601						
860	0.40	40	R	_		NA			NA		07/17/20
				To:	Dead End; .40 ME 601						
	0.04	370	R	From:	15-1520	NA			NA		1998
862	0.04	3/0	K	To:	SCL LYNCHBURG	INA			INA		1990
				From:	Dead End						
863)	0.10	90	R			NA			NA		08/27/20
				To:	US 29						
\bigcirc				From:	Dead End						
865	0.10	50	R	To:	15 712	NA			NA		07/24/20
				From:	15-713						
866	0.20	130	R	110111.	15-714	NA			NA		07/18/20
0.	0.20		•••	To:	15-733						01710720
				From:	Dead End						
867)	0.45	30	R			NA			NA		07/09/20
				To:	15-604						
$\overline{}$				From:	15-605						
868	0.43	0.43 200	R	To:	Dead End	NA			NA		07/17/20
				From:							
869	0.35	170	R		Dead End	NA			NA		08/29/20
009				То:	US 501; 15-1029						
				From:	Dead End						
870)	0.20	180) R	_		NA		NA		08/07/20	
				To:	15-858						
	0.22	50	ь	From:	Dead End	NIA			NIA		1000
871)	0.33	50	R	To:	15-623; 15-1587	NA			NA		1998
Cown of Brookneal					15 025, 16 166,						
Own of Brooklear				From:	US 501						
874)	0.10	40	R			NA			NA		1998
				To:	Dead End						
Campbell County				From:	15-712						
875)	0.12	20	R	<u> </u>	10 , 12	NA			NA		08/27/20
				To:	Dead End						
Town of Brookneal				From:	D 15 1						
070	0.03	70	R		Dead End	NA			NA		07/31/20
876)	0.00		• • • • • • • • • • • • • • • • • • • •	To:	US 501	1471			14/ (01701720
Campbell County											
				From:	US 460 BUS						
877)	0.50	1600	R			NA			NA		1998
	<u> </u>			To: From:	15-1545						
877	0.16	1800	R			NA			NA		1998
		• • •		To: From:	15-1570						
877	0.30	940	R	To:	15 1507	NA			NA		1998
				10.	15-1597						

Route	Length	AADT	QA	4Tire	Campbell Maintenance Area TruckBus 2Auto 24Auto 4Tapil 2Tapil	()(:	()k	Dir	AAWDT	QW	Year
Campbell County					2Axle 3+Axle 1Trail 2Trail	Hou	r	Factor			
(a70)	0.34	70	R	From:	Dead End	NA			NA		1998
(878)	0.54	70	IX.	To	15-792	INA	•		IVA		1990
				From:	SR 24						
879	0.30	60	R			NA			NA		1998
				To:	Dead End						
000	0.20	30	R	From:	SR 24	NA			NA		08/20/200
(880)	0.20	30		To:	Dead End	147			IVA		00/20/200
				From:	15-600						
(881)	0.63	70	R			NA			NA		1998
				To:	Dead End						
	0.17	30	R	From:	Dead End	NA			NA		07/16/200
882	0.17	30	K	To:	15-694	INA			INA		07/10/200
				From:	Dead End						
883)	0.40	70	R		2 0.00	NA			NA		07/17/200
				To:	15-615						
				From:	US 501						
884	0.24	420	R	To:	D1E-1	NA			NA		08/29/200
				From:	Dead End						
885	0.16	330	R		15-678	NA			NA		08/27/200
	00			To:	Dead End		•				00/2//200
				From:	Dead End						
886	0.10	60	R			NA			NA		1998
				To: From:	0.10 ME Dead End						
886	0.06	120	R	_		NA			NA		08/14/2001
				To:	US 501						
(887)	0.22	NA		From: IS	S-00395-S010A(R)/BOUNDARY CHANNEL	NA			NA		
	0.22	IVA		To:	Cul-de-Sac	INA			INA		
				From:	Dead End						
888	1.03	190	R	<u> </u>		NA			NA		1998
				To: From:	15-908						
888	0.35	290	R		NA		NA		1998		
				To:	US 29						
	0.44	440	_	From:	15-624 SOUTH	NIA			NIA		00/44/000
889	0.14	140	R	To:	15-624 NORTH	NA			NA		08/14/2001
				From:	Dead End						
890	0.40	50	R	<u> </u>	Doub Did	NA			NA		07/17/2001
				To:	15-600						
				From:	15-671						
891)	0.03	170	R	To:	15.000	NA			NA		08/14/2001
				From:	15-838						
(902)	0.11	480	R	i iom.	US 460 BUS	NA			NA		1998
892				To:	15-1516						
(892)	0.15	360	R	From:	13-1310	NA			NA		1998
892				To:	15-1517						
892	0.44	330	R	From:	13-1317	NA			NA		1998
002	- '			To:	US 460 BUS NORTH						
				From:	Dead End						
893)	0.20	80	R			NA			NA		1998
<u> </u>				To:	0.20 ME Dead End						

					Campbell Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	QK Dir Factor	AAWDT Q	W Year
Campbell County				From:	0.20 ME Dead End				
(893)	0.30	150	R	_		NA		NA	1998
				To	15-725				
(904)	0.40	120	R	From:	US 501 SOUTH	l NA		NA	1998
894)	0.40	120		To:	US 501 NORTH	I IVA		IVA	1000
				From:	15-664				
895	0.10	1500	R			NA		NA	1998
				To:	US 501				
	1.02	250	R	From:	Cul-de-Sac	l NA		NA	07/16/2001
896	1.02	250	K	To:	SR 43	INA		INA	07/10/200
				From:	15-615				
897)	0.60	190	R		32 232	NA		NA	07/10/200
				To:	Dead End				
\bigcirc				From:	15-680				
898)	0.50	70	R	To:	US 501	NA I		NA	1998
				From:	Cul-de-Sac				
899	0.06	NA			Cui-de-Sac	NA NA		NA	
899				To	15-896				
900)				From:	15-713				
	0.15	50	R	_		NA		NA	1998
				To:	Dead End				
901)	0.25	50	R	From:	Dead End	NΙΛ		NA	09/14/2001
	0.23	50	K	To-	15-612	NA I		INA	08/14/2001
				From:	Dead End; .13 MS				
902	0.13	80	R	<u> </u>	Botta Elia, 13 110	NA		NA	08/20/2001
				To:	15-888				
002 0.1	0.13	80	R	From:		NA		NA	08/20/2001
				To:	Cul-de-Sac				
				From:	15-600				
903	0.35	100	R	To:	Dead End	NA I		NA	07/17/2001
				From:					
904)	0.30	130	R		15-655	NA		NA	1998
004)				To:	Dead End				
				From:	Dead End				
905	0.25	80	R	. —		NA		NA	1998
				To:	15-682				
<u></u>	0.34	120	R	From:	US 29	l NA		NA	08/27/2001
906)	0.54	120		To:	15-907			IVA	00/2//2001
				From:	15-906				
907)	0.06	60	R	<u> </u>		NA		NA	08/27/2001
				To:	15-696				
				From:	Dead End; .67 MN				00/00/===
908	0.67	70	R	_		NA		NA	08/20/2001
			_	From:	15-888				00/00/202
908	0.22	70	R	To:	Dead End; .22 MS	NA I		NA	08/20/2001
				From:	Dead End; .22 MS 15-696				
909	0.11	150	R		13-070	l NA		NA	07/18/2001
(909)				To:	15-700			·	

					Car	mpbeli Maintenand	e Area	d							
Route	Length	AADT	QA	4Tire	Bus	Truc	:k 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Campbell County				From:		US 501		ĺ							
910)	0.68	70	R							NA			NA		1998
				To-		Dead End									
	0.00	70		From:		Dead End				NIA			NIA		00/44/2004
911)	0.08	70	R	To:		15-622				NA			NA		08/14/2001
				From:		15-750									
912	0.68	300	R							NA			NA		08/27/2001
				To:		US 29									
\bigcirc				From:		15-646									
913	0.05	8	R	To:		0.05 ME 15 646				NA			NA		1998
				From:		0.05 ME 15-646 0.06 ME 15-646									
913	0.15	2	R							NA			NA		1998
				To:		Dead End									
\bigcirc			_	From:		Dead End									
914)	1.00	150	R	To:		15-696				NA			NA		08/20/2001
				From:											
015	0.25	60	R	110111.		Dead End				NA			NA		1998
915)	0.20	•	•••	To:		15-692								1000	
				From:		Dead End									
916)	0.12	70	R							NA			NA		1998
				To-		US 501									
\bigcirc				From:		US 501 SOUTH									
917)	1.63	350	G	97%	0%	1% 1%	1%	0%	F	0.078	F	0.517	350	G	2002
				To: From:		15-605									
917)	0.91	680	G	97% To:	0%	1% 1%	1%	0%	С	0.08	F	0.655	680	G	2002
				From:		US 501 NORTH									
	0.25	120	R	From:		15-752				NA			NA		05/30/2001
918	0.25	120	- 1	To:		Dead End				INA			IVA		03/30/2001
				From:		15-615									
(919)	0.50	70	R							NA			NA		07/10/2001
				To:		Dead End									
\bigcirc				From:		Dead End									
920	0.45	60	R	To:		15.606				NA			NA		1998
				From:		15-696									
921)	0.48	170	R			15-670				NA			NA		08/29/2001
921)	00			To:		Dead End									001231200 I
				From:		Dead End									
923	0.24	90	R							NA			NA		08/20/2001
				To-		US 29									
\bigcirc				From:		US 29									1000
924)	0.22	60	R	To:		Dead End				NA			NA		1998
				From:				<u>_</u>							
925	0.39	160	R	<u> </u>		15-605				NA			NA		08/14/2001
		-		To:		Dead End									
				From:		15-721									
926	0.14	50	R							NA			NA		07/09/2001
				To:		Dead End]							
	0.45	400	_	From:		15-648				N 1 A			N.1.A		07/47/0004
927	0.15	130	R	To:		Dead End				NA			NA		07/17/2001
						DOME THE									

					Truck	Peak	Dir Dir		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	QK Facto	AAWDT QV	V Year
Town of Brookneal				From:	Dead End				
928	0.05	110	R	<u></u>	Dead End	NA		NA	1998
				To-	US 501				
Campbell County				From:	15-725				
929	0.10	80	R			NA		NA	1998
				To:	Dead End				
930	0.15	120	R	From:	Cul-de-Sac	NA NA		NA	08/29/200
930)				To-	15-680				
\bigcirc				From:	Dead End				
931)	0.35	40	R	To:	15-651	NA I		NA	07/17/20
				From:	15-652				
932	0.22	100	R			NA		NA	08/14/200
				To-	Dead End				
033)	0.03	20	R	From:	Dead End	NA NA		NA	1998
933	0.00			To:	US 501			147.	1000
				From:	Dead End				
934	0.20	80	R	To:	15-811	NA I		NA	08/20/20
				From:	Dead End				
936)	0.10	70		<u></u>	Dead Lind	NA		NA	1998
				To:	15-682				
	0.61	D.61 160	В	From:	Dead End	NA		NA	07/10/20
937)	0.01	100	60 R	To:	15-615	INA		NA	07/10/20
				From:	US 29				
939	0.07	130	R	To:		NA		NA	08/27/20
				From:	Dead End				
941)	0.30	50	R	FION	Dead End	NA NA		NA	1998
				To:	15-680				
$\overline{}$			_	From:	Dead End				
942	0.25	450	R	To:	15-648	NA		NA	07/17/20
				From:	Dead End				
943)	0.25	70	R		Dead Ella	NA		NA	07/17/20
				To:	15-602				
	0.43	60	R	From:	Dead End	NA		NA	07/16/20
944)	0.43	00	IX.	To:	15-694	l INC		IVA	07/10/20
				From:	Dead End				
945)	0.10	20	R			NA		NA	1993
				To:	15-640				
046	0.10	60	R	From:	Dead End	NA NA		NA	08/20/20
946)	0.10			To:	15-633	INA		11/7	00,20,20
				From:	15-701				
947)	0.40	80	R	т —		NA		NA	1998
				To:	Dead End				
950	0.20	70	R	From:	15-690	NA NA		NA	1998
	0.20	. •	• • • • • • • • • • • • • • • • • • • •	To:	Dead End	177			1000

					Campbell Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai		oir AAWDT QW	Year
Campbell County				From:	Dead End	1		
960	0.08	70	R		Doug Esta	NA	NA	1998
				To: From:	15-670]		
960	0.20	70	R	To:	D. J.C. J	NA 1	NA	1998
				From:	Dead End Dead End	<u> </u>		
970	0.15	NA			Dead End	NA	NA	
				To:	US 501			
\bigcirc	0.40	440	_	From:	05-600	<u> </u>	NIA	4000
972	0.16	140	R	To:	Dead End	NA 1	NA	1998
				From:	15-681			
(1000)	0.11	360	R			NA	NA	1998
				To:	Dead End	<u> </u>		
	0.25	100	R	From:	Dead End	J NA	NA	07/09/200°
(1001)	0.23	100	IX.	To:	SR 24]	IVA	011031200
				From:	SR 24			
1002	0.27	100	R			NA	NA	09/18/2001
				To:	Dead End			
1003	0.08	40	R	From:	Cul-de-Sac	J NA	NA	09/18/2001
(1003)	0.00			To:	15-1002]		00/ 10/200
				From:	Dead End			
1005	0.01	30	R			NA	NA	09/25/2001
	2.22			To: From:	15-1006]		07/00/000
(1005)	0.09	80	R	To:	15-737	NA 1	NA	07/09/2001
				From:	15-1005			
1006	0.20	30	R			NA	NA	07/09/2001
				To:	15-1007			
4007	0.01	1	R	From:	Dead End	NA	NA	09/18/2001
(1007)	0.01	•		To:	15 1007	1	IVA	03/10/200
(1007)	0.10	30	R	From:	15-1006	NA	NA	09/18/2001
				To:	15-737			
\bigcirc				From:	Cul-de-Sac	J		1000
1010	0.35	90	R	To:	15-651	NA 1	NA	1998
				From:	Cul-de-Sac			
(1011)	0.06	40	R	_		NA	NA	1998
				To:	15-1010			
	0.29	NA		From:	Cul-de-Sac	NA	NA	
1015)	0.29	INA		To:	15-836]	IN/A	
				From:	Cul-de-Sac			
(1016)	0.32	48	R			NA	NA	07/26/2001
				To:	US 460	<u> </u>		
(1017)	0.20	360	R	From:	US 460	J NA	NA	07/26/2001
(1017)	0.20			To:	15-1019]		3772072001
				From:	15-1019 SOUTH			
1018)	0.59	160	R		15 1010 100 000	NA 1	NA	07/26/2001
				To:	15-1019 NORTH			

					Campbell Maintenance Area		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	Peak Dir QC Hour Facto	
Campbell County				From:	Dead End	1	
1019	0.09	40	R		Dead End	I NA	NA 07/26/20
				To:	15-1017		
1019	0.10	140	R	riom:		NA	NA 07/26/20
				To: From:	15-1020	}	
(1019)	0.15	110	R			NA	NA 07/26/20
$\overline{\bigcirc}$	0.45	440	_	From:	15-1018 SOUTH	NIA .	NA 07/00/0
(1019)	0.15	110	R	. —		NA	NA 07/26/20
1019	0.18	70	R	From:	15-1018 NORTH	NA	NA 07/26/20
1019				To:	Dead End]	
				From:	Cul-de-Sac		
1020	0.07	90	R	To:	15 1010	NA 1	NA 07/26/20
				From:	15-1019 15-662	<u> </u>	
(1023)	0.23	70	R		13-002	I NA	NA 05/30/20
				To	Cul-de-Sac		
				From:	Cul-de-Sac		
1024	0.53	200	R	To:	15-662	NA 1	NA 05/30/20
				From:	15-1026		
1025	0.33	30	R		13-1020	I NA	NA 09/18/20
				To:	Cul-de-Sac		
\bigcirc			R	From:	Cul-de-Sac		
1026	0.11	20	R	To:	15-1025	NA 1	NA 09/18/20
				From:	15-1024		
(1027)	0.09	30	R	<u> </u>	13-1024	NA	NA 09/18/20
				To:	Cul-de-Sac		
\bigcirc	0.00			From:	US 501; 15-869		N.A. 00/00/0
1029	0.08	30	R	To:	Dead End	NA 1	NA 08/29/20
_				From:	Dead End		
(1030)	0.13	60	R		*****	NA	NA 08/27/20
				To:	15-667		
\bigcirc	0.26	NA		From:	Cul-de-Sac/	NA.	NA
(1031)	0.20	NA		To:	15-00726(B)/	NA 1	INA
				From:	US 460		
(1035)	0.28	160	R			NA	NA 07/24/20
				To:	Cul-de-Sac		
4000	0.31	NA		From:	15-00884(B)/	J NA	NA
(1036)	0.01	142		To	Dead End/]	
				From:	Cul-de-Sac		
1040	0.16	240	R			NA	NA 05/30/20
				To:	15-799	<u> </u>	
(1043)	0.42	380	R	r.com:	Cul-de-Sac	J NA	NA 08/01/20
1043)	J. 12			To:	15-623]	30701720
				From:	15-1043		
1044	0.34	280	R	To:	611.6	NA 1	NA 08/01/20
	·			To: From:	Cul-de-Sac	<u> </u>	
0.22	450	R	1 10III.	15-1044	J NA	NA 08/01/20	
1043)				To:	15-1045	<u> </u>	
(1045)	J.22	100		To:	15-1045		00/01/20

Decite	1 - 0	A A D T		4.			Tru			- 00	Peak	011	Dir	A A1A/DT	014	
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	Factor	AAWDT	QW	Year
Campbell County				From:												
(1046)	0.08	70	R	To		C	ıl-de-Sac				NA			NA		08/01/200
Town of Brookneal						Ci	ii-ue-sac									
	0.00	700		From:		1	US 501				NIA			NIA		00/00/000
(1101)	0.29	780	R	т			5 1120				NA			NA		08/08/200
(1101)	0.05	260	R	From:			5-1130		[NA			NA		08/08/200
				To: From:		0.06 1	ME 15-113	0	ŀ							
(1101)	0.09	20	R	To:		D	15.1		1		NA			NA		1998
				From:			ead End 5-1147									
(1102)	0.04	450	R	<u>L</u>			13-11-7				NA			NA		1998
				To: From:			5-1111									
(1102)	0.10	1200	G	97%	0%	2%	0%	0%	0%	С	0.089	F	0.505	1200	G	2002
	0.48	470	G	From: 97%	0%	2%	0%	0%	0%	F	0.089	F	0.511	470	G	2002
1102	0.40	410		57 70	070		15-1133	070	070	'	0.000	'	0.011	470		2002
(1102)	0.10	330	R	From:			13-1133				NA			NA		1998
				To: From:		0.10	ME 15-113	3								
(1102)	0.14	300	R	To		D	ead End		1		NA			NA		1998
				From:			5-1104									
(1103)	0.05	260	R	L			13-1104				NA			NA		08/14/2001
<u> </u>				To: From:		1	15-1135									
(1103)	0.06	600	R								NA			NA		08/08/2001
	0.06	1300	R	From:		1	US 501				NA			NA		08/14/2001
(1103)	0.00	1300	K	To:			5-1141		1		INA			INA		00/14/200
(1103)	0.08	800	R	From:			13-1141				NA			NA		08/14/2001
				To:]	5-1111									
(1104)	0.09	110	R	From:		D	ead End				NA			NA		08/14/2001
(1104)	0.00			To			15-1120				147 (1471		00/14/200
(1104)	0.23	90	R	From:			13-1120				NA			NA		08/14/2001
				From:		1	5-1103									
(1104)	0.07	60	R	To:		1	15-1128		1		NA			NA		08/14/2001
				From:			US 501		<u>_</u>							
(1105)	0.09	50	R	<u> </u>							NA			NA		07/31/2001
				From:		1	5-1132]							
1105	0.09	60	R								NA			NA		1995
(1405)	0.06	90	R	From:		1	5-1130				NA			NA		08/08/2001
(1105)	3.55			To:		D	ead End									
\bigcirc			_	From:		D	ead End									00/00/005
1106	0.14	50	R	. .							NA			NA		08/08/2001
1106	0.16	220	R	From:		1	5-1124				NA			NA		08/08/2001
				To:		1	US 501									
$\overline{}$	2.22	40	_	From:		D	ead End				N I A			N 1.4		4000
1107	0.03	40	R	To:		1	5-1125]		NA			NA		1993

					Cal	mpbeli Maintenan									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			O.C.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Brookneal				From:				-							
(1107)	0.14	70	R	From.		15-1125				NA			NA		07/31/200
				To: From:		15-1137									
(1107)	0.17	250	R	From:						NA			NA		07/31/200
				To		15-1102									
(1400)	0.12	170	R	From:		US 501				NA			NA		07/31/200
(1108)	···-			To:		15-1132									0.70.11_00
(1108)	0.04	30	R	From:		13 1132				NA			NA		07/31/200
				To:		Dead End									
	0.13	110	R	From:		US 501				NA			NA		07/31/200
(1109)	0.10	110	- 1	To:		15-1132				INA			14/3		077017200
				From:		Dead End									
1110	0.26	80	R							NA			NA		07/31/200
	0.00	400	_	From:		15-1134				NIA			NIA		07/04/000
1110	0.06	120	R	To:		15-1102		1		NA			NA		07/31/200
				From:		US 501									
(1111)	0.23	1900	G	98%	0%	1% 1%	1%	0%	F	0.105	F	0.566	1900	G	2002
				From:		15-1115; 15-113									
(1111)	0.27	2300	G	98% To:	0%	1% 1% SR 40	1%	0%	С	0.098	F	0.546	2300	G	2002
				From:		US 501		1							
1112	0.06	580	R	<u>. </u>						NA			NA		07/31/200
				To: From:		15-1141									
1112	0.06	140	R	To:		Dead End				NA			NA		07/31/200
				From:		SR 40		1							
(1113)	0.24	120	R			510 40				NA			NA		08/08/200
				To:		Dead End									
\bigcirc	0.06	40	_	From:		15-1143				NIA			NIA		00/00/200
(1114)	0.06	40	R	т						NA			NA		08/08/200
(1114)	0.07	30	R	From:		15-1121				NA			NA		08/08/200
(1114)				To: From:		SR 40									
1114	0.11	100	R							NA			NA		08/08/200
				To:		15-1144									
(1115)	0.28	320	R	From:		US 501				NA			NA		1998
1115)	0.20			To:		15-1117									1000
1115	0.17	510	R	From:		13-1117				NA			NA		1998
				To:		15-1111; 15-113	8								
\bigcirc	0.12	240	_	From:		US 501				NIA			NIA		07/24/200
1116	0.12	240	R	To:		15 1122				NA			NA		07/31/200
(1116)	0.05	230	R	From:		15-1132				NA			NA		07/31/200
				To:		0.06 ME 15-113	2	1							
(1116)	0.08	190	R	From:		0 10 113				NA			NA		07/31/2001
0				To: From:		15-1145									
1116	0.03	300	R			011.0				NA			NA		07/31/2001
				To:		Cul-de-Sac									

					Campbell Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC F	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Brookneal				From:	15-1115	i						
1117)	0.09	45	R	-	35 2222		NA			NA		1998
				To:	Dead End							
				From:	US 501]						
1118)	0.09	460	R			7	NA			NA		08/14/20
				To: From:	Dead End							
	0.09	60	R	Piolii.	SR 40	1	NA			NA		08/06/20
1119	0.00	00	1	Tar	15 1114	1	14/-1			INA		00/00/20
1119)	0.06	40	R	From:	15-1114		NA			NA		08/06/20
1119	0.00		•••	To:	15-1132	1				10.		00,00,20
				From:	Dead End							
1120	0.03	20	R	-		•	NA			NA		08/14/20
				To-	15-1104							
				From:	SR 40	j						
1121	0.08	150	R	To:	15 1114	1	NA			NA		08/06/20
					15-1114	1						
	0.07	46	R	From:	15-601	J	NA			NA		07/31/20
1122	0.07	40	IX.			7	INA			INA		01/31/20
	0.05	30	R	From:	15-1123		NA			NA		07/31/20
1122	0.03	30	K	To:	Dead End	1	INA			INA		07/31/20
				From:	15-601	1						
1123)	0.15	40	R		15 001	1	NA			NA		07/31/20
				To:	15-1122	1						
				From:	Dead End							
1124)	0.06	160	R			-	NA			NA		08/08/20
) R	To:	15-1106							
	0.47	400	_	From:	15-1107]	NIA			NIA		07/04/00
1125	0.17	100	R			•	NA			NA		07/31/20
$\overline{}$	0.10	200	R	From:	15-1137		NIA			NΙΔ		07/31/20
1125	0.19	200	ĸ	To:	15-1102	1	NA			NA		07/31/20
				From:	15-849	<u> </u>						
1126)	0.10	80	R		15 017	1	NA			NA		07/31/20
				To:	15-1127							
_				From:	15-1126							
(1127)	0.15	50	R			-	NA			NA		07/31/20
				To:	Dead End							
	2.05		_	From:	15-1104	j						00/44/00
1128	0.05	60	R	To:	US 501	1	NA			NA		08/14/20
				From:		l						
1129)	0.10	20	R		SR 40	ı	NA			NA		08/06/20
1129	00		•••	To:	15-1144]						00,00,20
				From:	15-1148]						
1130)	0.02	140	R	-		-	NA			NA		1998
				To:	15-1139	—						
1130)	0.05	100	R			-	NA			NA		1998
			To: From:	To:	15-1131	1						
1130)	0.06	180	R	rioin'i		-	NA			NA		1998
				To: From:	15-1101	}						
1130	0.06	100	R	rioifi]		-	NA			NA		1998
				To:	15-1105							

Length	AADT	ΟΔ	4Tire	Truck	- QC	、 QK	Dir	A A)A/DT		
	· ·	Q,A	41116	Bus 2Axle 3+Axle 1Trail 2Trail	Hou	r	Factor	AAWDT	QW	Year
			From:	15 1105						
0.04	49	R		15-1105	NA			NA		1998
			To	Dead End						
0.25	100	В	From:	15-1130	NIA			NIA		08/08/200
0.25	190	ĸ	. —		IN/A			NA		08/06/200
0.06	210	R	From:	15-1136	NA			NA		08/06/200
			To:	SR 40						
			From:	15-1116						
0.05	40	R	į.		NA			NA		07/31/20
0.11	60	R	From:	15-1108	NΔ			NΔ		07/31/20
0.11			To:	15 1105	1.0					01701720
0.06	70	R	From:	13-1103	NA			NA		08/06/20
			To:	15-1101						
0.11	120	R			NA			NA		08/06/20
			To: From:	15-1139						
0.06	110	R			NA			NA		08/05/20
0.08	110	В.	From:	15-1143	NIA			NΙΛ		08/06/20
0.06	110	K	To:	15 1110	IN/A			INA		06/00/20
0.07	110	R	From:	15-1119	NA			NA		08/06/20
			To	SR 40						
0.07	90	R	From:	255.10	NA			NA		08/06/20
			To- From:	0.07 ME SR 40						
0.01	10	R			NA			NA		08/06/20
			From:	0.08 ME SR 40						00/00/00
0.02	10	R	To:	15-1144	NA 			NA		08/06/20
			From:							
0.27	80	R			NA			NA		07/31/20
			To:							
0.09	45	R	From:	Dead End	NΔ			NΔ		07/31/20
0.00			To:	15-1110	147			147.		01701720
			From:	Dead End						
0.09	180	R	To:	15 1102	NA			NA		08/14/20
0.03	10	R		Dead End	NA			NA		1998
			To:	15-1131						
0.00			From:	15-1125						07/04/00
0.09	80	К	_		NA			NA		07/31/20
0.04	48	R	From:	15-1107	NΔ			NΔ		07/31/20
0.04	-10		To	15-1142	147			14/1		01101120
			From:	Dead End						
0.12	1700	R	т. Г		NA			NA		07/31/20
0.12 17										
0.15 80	R	riom:	US 501	NA NA			NA		1998	
0.15 80		To:	15-1132							
0.05	110	R	From:	13-1132	NA			NA		1998
			To:	15-1140						
	0.25 0.06 0.05 0.11 0.06 0.11 0.06 0.07 0.07 0.07 0.01 0.02 0.27 0.09 0.09 0.09 0.09 0.12	0.25 190 0.06 210 0.05 40 0.11 60 0.06 70 0.11 120 0.06 110 0.08 110 0.07 110 0.07 90 0.01 10 0.02 10 0.27 80 0.09 45 0.09 180 0.09 180 0.09 80 0.04 48 0.12 1700	0.25 190 R 0.06 210 R 0.05 40 R 0.11 60 R 0.06 70 R 0.01 120 R 0.06 110 R 0.07 110 R 0.07 90 R 0.07 90 R 0.01 10 R 0.02 10 R 0.02 10 R 0.02 10 R 0.09 45 R 0.09 45 R 0.09 180 R 0.09 180 R 0.09 180 R 0.09 180 R 0.09 80 R 0.09 80 R 0.09 80 R	0.25 190 R	Dead End Dead End	0.04 49 R	0.04 49 R	0.04 49 R Dead End NA Dead End Dead End NA	Dead Find	Dead End Dead End

					Can	npbell Maintena									
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl		(·)(;	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Brookneal				From:											
(1139)	0.07	130	R	rioiii.		15-1140				NA			NA		1998
1139	0.07	.00	• • •	To:		15-1130									1000
				From:		15-1101									
1140	0.11	20	R							NA			NA		07/31/200
<u> </u>				To: From:		15-1139									
1140	0.06	20	R	т		15 1142				NA			NA		07/31/200
				To: From:		15-1143									
444	0.07	130	R	rioiii.		15-1112				NA			NA		07/31/200
1141)	0.07	.00	• • •	To:		15 1102		1							01701720
1141)	0.05	450	R	From:		15-1103				NA			NA		07/31/20
				To:		Dead End									
				From:		Dead End									
1142	0.07	40	R							NA			NA		07/31/20
				From:		15-1137									
1142	0.15	140	R							NA			NA		07/31/20
				To:		15-1102									
	0.05	20	_	From:		15-1114				NIA			NIA		00/00/00
1143	0.05	20	R							NA			NA		08/06/20
$\overline{}$	0.05	20	_	From:		15-1132				NIA			NIA		00/00/00
1143)	0.05	20	R	To:		15-1140				NA			NA		08/06/20
				From:		15-1129									
1144)	0.06	30	R			13-1129				NA			NA		08/06/20
				To:		15-1114									
1144	0.07	10	R	From:		13-1114				NA			NA		08/06/20
				To:		15-1132									
_				From:		US 501									
1145)	0.20	130	R							NA			NA		07/31/20
				From:		15-1146									
1145)	0.11	10	R	. —						NA			NA		07/31/20
				To:		15-1116									
	0.12	130	R	From:		Dead End				NA			NA		07/31/20
1146	0.12	130	K	To:		15-1145				INA			INA		07/31/20
				From:		15-1103									
1147)	0.02	220	R							NA			NA		08/14/20
				To:		15-1102									
\sim				From:		15-1130									
1148	0.05	140	R	To-		D IF I				NA			NA		1998
				From:		Dead End									
1140	0.35	220	R	rioni.		US 501				NA			NA		08/14/200
1149	0.00	220		To:		Dead End				147 (1471		00/14/20
Campbell County															
			_	From:		Cul-de-Sac	;								0=11=1=1
1150	0.28	80	R	To:		CD 24				NA			NA		07/18/20
_				From:		SR 24									
1155	0.32	220	R			Cul-de-Sac]		NA			NA		08/22/20
1155	0.52	220	11	To:		15-683				1474			14/7		JUI ZZI ZU
				From:		15-682		Ì							
1160) 0.3	0.34	130	R	4		. 0.00				NA			NA		08/22/20
				To-		Cul-de-Sac	;								

					Campbell Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	()K	AAWDT QW	Year
Campbell County				From:	15-00684(B)/				
1164)	0.72	NA				NA		NA	
				To-	Cul-de-Sac/				
	0.62	NA		From:	15-01164(B)/	NA		NA	
1165	0.02	IVA		To:	Cul-de-Sac/]		INA	
				From:	US 29				
1190	0.23	80	R			NA		NA	08/22/20
				To:	Cul-de-Sac				
\bigcirc	0.45	20		From:	15-733]		NIA	07/40/00
1312	0.15	60	R	To:	Dead End	NA 1		NA	07/18/20
				From:	Dead End				
1318)	0.56	310	R		Doub End	NA		NA	07/24/20
				To:	15-714				
$\overline{}$				From:	Dead End				
1326	0.17	70	R	To:	SR 43	NA 1		NA	07/24/20
				From:					
1328)	0.17	10	R	<u> </u>	15-712	NA		NA	08/27/20
1328				To	Dead End				
				From:	15-1332]			
1330	0.07	70	R			NA		NA	07/24/20
				To:	Cul-de-Sac				
	0.13	110	R	From:	Dead End	J NA		NA	07/16/20
1331)	0.13	110	IX.	To-	15-710]		INA	07710720
				From:	15-1337				
1332)	0.16	260	R			NA		NA	07/24/20
				From:	15-1333	-			
1332)	0.28	510	R			NA		NA	07/24/20
				To:	FR-626				
	0.11	400		From:	Dead End]		NIA	07/24/20
1333	0.11	100	R			NA		NA	07/24/20
	0.12	180	R	From:	15-1335	NA		NA	07/24/20
1333)	0.12	100	IX.	To:	15-1332]		INA	01124120
				From:	15-1332				
1334	0.08	30	R			NA		NA	07/24/20
				To:	Cul-de-Sac				
\bigcirc			_	From:	15-1333]			0=10.110.0
1335)	0.08	50	R	To:	Cul-de-Sac	NA 1		NA	07/24/20
				From:	15-1332	<u> </u>			
1336	0.13	60	R	<u> </u>	13-1332	NA		NA	07/24/20
				To:	Cul-de-Sac				
				From:	Cul-de-Sac				
1337	0.24	120	R	T	15 1000	NA		NA	07/24/20
				To:	15-1332	<u> </u>			
1000	0.44	160	R	From:	15-1339	NA.		NA	07/24/20
1338)		100	Λ.	To:	15-896]		INA	01124120
				From:	15-1338				
0.47	80	R	<u> </u>		NA		NA	07/24/20	
	0.71			To:	Cul-de-Sac				

					Campbell Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Campbell County				From:	15-699	1						
(1340)	0.08	120	R		13-077	l	NA			NA		08/27/200
				To:	15-1341							
\bigcirc				From:	Dead End							00/07/000
(1341)	0.04	48	R			_,	NA			NA		08/27/200
	0.05	50		From:	15-1340		NIA			NΙΔ		08/27/200
(1341)	0.05	50	R	To:	Dead End	1	NA			NA		06/2//200
				From:	15-692	i						
(1345)	0.12	250	R			-	NA			NA		08/20/200
				To:	Dead End							
	0.74	400	_	From:	15-623		NI A			NIA		4000
1400	0.74	160	R	To:	Bedford County Line]	NA			NA		1998
				From:	15-1581	1						
(1401)	0.50	80	R		13 1301		NA			NA		1998
				To:	15-1404							
(1401)	0.09	240	R	From:			NA			NA		1998
				To: From:	15-1403	<u> </u>						
(1401)	0.12	200	R			-	NA			NA		1998
				To:	15-681							
	0.10	440	R	From:	Dead End		NIA			NΙΔ		00/14/200
(1402)	0.18	140	ĸ	. —		1	NA			NA		08/14/200
	0.10	310	R	From:	15-1403		NA			NA		08/14/200
(1402)	0.10	310		To:	15-681]	IVA			IVA		00/14/200
				From:	15-1401							
(1403)	0.15	100	R			-	NA			NA		08/14/200
				To:	15-1402							
\bigcirc	0.03	20	R	From:	15-1401	l	NI A			NIA		00/44/000
(1404)	0.03	30	ĸ	To:	Dead End	1	NA			NA		08/14/200
				From:	Cul-de-Sac							
(1407)	0.14	130	R				NA			NA		08/14/200
\bigcirc				To:	15-858							
\bigcirc	2.42		_	From:	Dead End							22/27/222
(1408)	0.13	590	R			-	NA			NA		08/27/2001
	0.20	860	R	From:	15-1421		NA			NA		08/27/200
(1408)	0.20	000	K	т	15.600	1	INA			INA		00/21/200
(1400)	0.35	250	R	From:	15-679	l	NA			NA		08/27/200
1408	0.00	200	• • •	To:	15 1417	1	1471					00/21/200
(1408)	0.20	70	R	From:	15-1416	J	NA			NA		08/27/200
				To:	Dead End							
				From:	Cul-de-Sac							
1410	0.31	140	R			1	NA			NA		08/14/2001
				To: From:	15-681	<u> </u>						
1416	0.37	20	R	1 10III.	15-679	J	NA			NA		08/27/200
(1416)	J.01			To:	0 27 MNI 15 470	<u></u>						
(1416)	0.07	50	R	From:	0.37 MN 15-679		NA			NA		08/27/200
				To:	15-1408					 		
		· <u> </u>		From:	SCL LYNCHBURG							
0.	0.30	30	R			1	NA			NA		08/29/200
				To:	SCL LYNCHBURG	<u> </u>						

					Campbell Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pe	(.)	C Dir Factor	AAWDT	QW Year
Campbell County				From:	15-677					
1419	0.40	350	R			N.	A		NA	08/29/200
_				To: From:	15-1420					
1419	0.09	90	R			N.	Ą		NA	08/29/200
				To-	Dead End					
	0.07	20	ь.	From:	15-1419	N			NIA	1000
(1420)	0.07	30	R	To	Dead End	N.	٠		NA	1998
				From:	15-1408					
1421	0.19	130	R	<u> </u>	10 1 100	N	A		NA	08/27/200
				To:	15-1422					
				From:	Dead End					
1422	0.30	170	R			N.	Ą		NA	08/27/200
				From:	15-1421					
1422	0.10	190	R	т	1.50	N.	Ą		NA	08/27/200
				To:	15-679					
1422	0.63	160	R	From:	15-1423 BEGIN LOOP	N	7		NA	08/29/200
1423	0.03	100	IX.	т	15.1404	IN	`		INA	00/29/200
4400	0.06	320	R	From:	15-1424	N.	7		NA	08/29/200
1423	0.00	020	• • • • • • • • • • • • • • • • • • • •	Tai	15 1402 FMD LOOP	147	•		14/ (00/20/200
1422	0.07	370	R	From:	15-1423 END LOOP	N.	4		NA	1998
1423)	0.01			To:	15-677		•			
				From:	15-1423					
1424	0.03	40	R			N.	Ą		NA	1998
				To-	Cul-de-Sac					
\bigcirc			_	From:	Cul-de-Sac					
1425	0.57	250	R	To:	15-677	N.	4		NA	1998
				From:						
1426)	0.09	180	R		15-1423	N.	Δ.		NA	1998
1420	0.00			To:	15-1425		•			
				From:	ECL LYNCHBURG					
1428	0.16	340	R			N.	Ą		NA	08/29/200
				To:	15-1431					
\cap	0.00	40	_	From:	SCL LYNCHBURG				A14	00/00/00
1429	0.32	40	R	To:	SCL LYNCHBURG	N.	4		NA	08/29/200
				From:	Dead End					
1430)	0.06	8	R	<u> </u>	Dead End	N.	Ą		NA	08/27/200
				To:	US 29					
				From:	Dead End					
1431)	0.06	110	R			N.	Ą		NA	08/29/200
<u> </u>				From:	15-1428					
1431)	0.09	120	R			N	A		NA	08/29/200
				To:	Dead End					
	0.28	480	R	From:	Dead End	N.	١		NA	08/27/200
1433	0.28	400	ĸ	To-	US 29	IN.	`		INA	00/2//200
				From:	Dead End					
1450	0.35	110	R	<u> </u>	Dead Liid	N.	Ą		NA	1998
				To:	15-680					
_				From:	15-670					
1471)	0.11	100	R			N.	A		NA	08/29/200
				To-	15-1472					

					Campbell Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT Q	N Year
Campbell County				From:	15-1471							
1472	0.05	8	R		13-14/1			NA			NA	1998
				To:	Cul-de-Sac							
				From:	Dead End							
1473	0.70	190	R	т	15.670			NA			NA	1998
				To: From:	15-670							
1480	0.14	110	R	Piolii.	15-677			NA			NA	1998
1460)	0.11		•••	To:	15-670						101	1000
				From:	Cul-de-Sac							
1481)	0.55	190	R					NA			NA	1998
				From:	15-1483	-						
1481)	0.27	260	R					NA			NA	1998
				To: From:	15-1482	-						
1481	0.07	380	R	т	15.550			NA			NA	1998
				To:	15-670	1						
1493	0.04	6	R	From:	Dead End			NA			NA	1998
1482	0.04	U	11	To:	15-1481			11/7			INC	1990
				From:	Dead End	Ī						
1483	0.04	120	R					NA			NA	1998
				To:	15-1481							
\bigcirc				From:	Bedford County Line							
1497	0.29	NA		To:	Cul-de-Sac			NA			NA	
				From:								
1498	0.10	NA			Bedford County Line			NA			NA	
1400				To:	Cul-de-Sac							
				From:	09-1500							
1499	0.07	NA		_				NA			NA	
				To:	15-1498							
	0.04	30	ь	From:	Dead End			NΙΛ			NA	00/07/20
1500	0.04	30	R					NA			NA	08/07/20
1500)	0.07	210	R	From:	15-1614			NA			NA	08/07/20
1500)	0.07	210	1	To:	15.1500			14/-1			IVA	00/01/20
1500	0.06	10	R	From:	15-1580			NA			NA	08/07/20
1300)	0.00			To:	Dead End							00/01/20
				From:	15-682							
1501)	0.20	1200	R	-				NA			NA	08/29/20
				To: From:	15-1502							
1501)	0.30	830	R					NA			NA	08/29/20
				From:	15-1503							
(1501)	0.46	1400	R		907			NA			NA	08/29/20
				To:	SCL LYNCHBURG							
(50)	0.21	290	R	From:	15-1501			NA			NA	08/29/20
1502	0.21	230	Λ.		22.22.5			INA			INA	00/23/20
(1503)	0.15	110	R	From:	15-1540			NA			NA	08/29/20
1502	0.15	110	11	т	10.00			11/7			INC	00123120
(1502)	0.02	100	R	From:	15-1541			NA			NA	08/29/20
1502	0.02 100	11	To:	15 1500			14/7			14/3	00/20/20	
_	0.03	20	R	From:	15-1503			NA			NA	08/29/20
(1502)				To:	Dead End							
												

					nance Area	npbell Mainten	Ca					
QW Year	AAWDT (QK Dir Factor	Peak Hour	- QC	Truck xle 1Trail 2Trail		Bus	4Tire	QA	AADT	Length	Route
					1	15-1501		From:				Campbell County
08/29/20	NA		NA					<u>. </u>	R	100	0.07	1503)
						15-1502		To				
4000					JS	US 460 BU		From:		040	0.40	$\overline{}$
1998	NA		NA		d	Dead End		To:	R	210	0.42	1504
					-	US 460 BU		From:				
08/27/20	NA		NA		36	0540050			R	490	0.50	1505
						15-1506		To:				
08/27/20	NA		NA					From:	R	450	0.09	1505
					,	15-1507		To: From:				
08/27/20	NA		NA					riom.	R	420	0.09	1505
					; 	15-1508		To:				
08/27/20	NA		NA						R	350	0.08	1505
					OOP	BEGIN LO		To: From:				
08/27/20	NA		NA						R	80	0.49	1505
)P	END LOO		To:				
00/07/00	NIA		N.1.0		d	Dead End		From:		20	0.05	\bigcirc
08/27/20	NA		NA						R	20	0.05	1506
00/07/06			NIA			15-1505		From:			0.04	$\overline{}$
08/27/20	NA		NA		d	Dead End		To	R	20	0.04	1506
						Dead End		From:				
08/27/20	NA		NA		<u> </u>	Dead Enc			R	20	0.04	1507
					<u> </u>	15-1505		To				
08/27/20	NA		NA			13 1303		From:	R	20	0.04	1507
					d	Dead End		To				
					i	15-1505		From:				
08/27/20	NA		NA					_	R	180	0.10	1508
						Dead End		To:				
00/20/20	NIA		NIA		d	Dead End		From:	В	120	0.10	
08/29/20	NA		NA					_	R	130	0.12	1509
08/29/20	NA		NA			15-1553		From:	R	380	0.14	
00/29/20	INA		INA						K	300	0.14	1509
08/29/20	NA		NA		<u>, </u>	15-1510		From:	R	140	0.10	
00/20/20	IVA		IVA		ac	Cul-de-Sa		To:		140	0.10	1509)
					ac	Cul-de-Sa		From:				
08/29/20	NA		NA						R	80	0.03	1510
					-	15-1553		To: From:				
08/29/20	NA		NA						R	130	0.07	1510
					1	15-1509		To:				
00/00/00					UTH	15-1544 SOU		From:	_		0.07	
08/29/20	NA		NA		15 1544	US 460 BUS: 1:		To:	ĸ	70	0.27	1511)
08/07/20	NA		NA		u	Dead End			R	70	0.11	1512)
					1580	US 460; 15-1		To:	-			
					d	Dead End		From:				
08/14/20	NA		NA					_	R	150	0.17	1513)
						15-622		To:				
00/00/0						15-622		From:	_	000	0.10	\cap
08/29/20	NA		NA		,	15 1550		Te	R	360	0.10	1514)
	NA NA NA		NA NA NA		d	Dead End		From:	R R R	70 70 150 360	0.27 0.11 0.17	1511) 1512 1513

					Campbell Maintenan	ice Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle	ıck 1Trail 2Trai	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Campbell County				From:	15-1579		1						
(1514)	0.06	120	R		13-13/9		J	NA			NA		08/29/2001
				To:	15-1578								
\bigcirc	0.40	200	_	From:	15-859			N1.0			NIA		4000
1515)	0.19	230	R	To:	15-769		1	NA			NA		1998
				From:	Dead End								
(1516)	0.07	40	R				-	NA			NA		08/14/2001
				To:	15-892								
	0.08	70	R	From:	Dead End		j	NA			NA		08/14/2001
1517	0.00	70	K	To:	15-892		1	INA			INA		00/14/2001
				From:	15-1547								
(1518)	0.13	670	R				_	NA			NA		1998
				From:	15-1564		}						
1518	0.20	920	R	т	****		1	NA			NA		1998
				To: From:	US 460 BUS		<u> </u>						
(1519)	0.40	200	R	From:	Dead End		j	NA			NA		1998
(1519)	00			To:	15-622		1						
(1519)	0.10	460	R	From:	13-022		J	NA			NA		1998
				To:	15-1574; 15-157	5	1						
(1519)	0.13	220	R	From:		-	_	NA			NA		1998
				To-	15-1574								
\bigcirc	4.50			From:	15-622			0.407	_	0.545	200	_	0000
1520	1.58	850	G				-	0.107	F	0.515	880	G	2002
	0.48	4100	G	From:	15-1557			0.108	F	0.667	4200	G	2002
(1520)	0.40	4100	G				1	0.106	Г	0.007	4200	G	2002
(1520)	0.79	10000	G	From:	15-1551			0.09	F	0.557	11000	G	2002
1520				To:	US 460 BUS								
				From:	15-682]						
(1521)	0.18	80	R	т	D 1E 1		1	NA			NA		08/29/2001
				To: From:	Dead End								
(1522)	0.25	170	R	r tonii.	15-1531; 15-153	4	_	NA			NA		08/22/2001
1522				To:	15-1520								
				From:	15-1596								
(1523)	0.10	100	R					NA			NA		08/29/2001
				To: From:	15-1524]——						
(1523)	0.28	80	R	To:	15-622		1	NA			NA		08/29/2001
				From:	15-682		l						
(1524)	0.27	560	R	Ш.	13-002		J	NA			NA		08/29/2001
				To:	15-1523								
1524	0.28	170	R	From:			_	NA			NA		08/29/2001
				To-	15-622		<u> </u>						
	0.40	F00		From:	15-1547			N1 A			NIA		4000
1525	0.13	520	R				7	NA			NA		1998
	0.20	1300	R	From:	15-1563			NA			NA		1998
1525	0.20	1300	ĸ	To:	US 460 BUS		1	INA			INA		1330
				From:	15-835		Ī						
1526	0.33	80	R	_			-	NA			NA		08/20/2001
				To:	15-1527								

					Campbell Maintenance Area	D	al.	Dia			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()()	ak our	QK Dir Factor	AAWDT	QW	Year
Campbell County				From:	Bedford County Line						
(1527)	0.08	1200	R		Boulota County Emo	N	Α		NA		08/20/200
				To: From:	15-1529		_				
(1527)	0.03	690	R	_		N	A		NA		08/20/200
4507	0.09	740	R	From:	15-1526	N	Δ		NA		08/20/200
(1527)	0.00			To:	15-835						00/20/200
\bigcirc				From:	Dead End						
(1528)	0.21	210	R	To:	15-859	N	A		NA		08/27/200
				From:	15-1527						
1529	0.13	750	R			N	Α		NA		08/20/200
<u> </u>				To: From:	15-1530						
(1529)	0.12	910	R			N	Α		NA		08/20/200
\bigcirc	0.07	700		From:	15-622		^		NIA		00/00/000
1529	0.27	760	R	To:	15-1573	N	A		NA		08/20/200
				From:	Dead End						
(1530)	0.05	70	R			N	Α		NA		08/20/200
				To:	15-1529						
(1531)	0.88	300	R	From:	15-1520 SOUTH	N	Α		NA		08/22/200
(1331)				To:	15-1520 NORTH						
$\widehat{}$				From:	15-1532 BEGIN LOOP						
(1532)	0.34	180	R			N	A		NA		08/22/200
	0.06	1400	R	From:	15-1533		Α		NA		08/22/200
(1532)	0.00	1400	K	Tai	15 1522 FWD 1 00D	IN	A		INA		06/22/200
(1532)	0.15	1200	R	From:	15-1532 END LOOP	N	A		NA		08/22/200
(1502)				To:	15-1535						
(1532)	0.08	1400	R	From:		N	Α		NA		08/22/200
				To: From:	15-1531						
(1532)	0.08	1400	R	To:	15 1520	N	A		NA		08/22/2001
				From:	15-1520 Dead End						
(1533)	0.04	40	R	<u>. </u>	Dead End	N	Α		NA		08/22/200
				To:	15-1572						
(1533)	0.21	860	R			N	Α		NA		08/22/200
<u> </u>				To: From:	15-1589						
(1533)	0.09	1000	R	To:	15-1532	N	A		NA		08/22/2001
				From:	15-1535						
1534	0.10	130	R	_		N	Α		NA		1998
				To:	15-1522; 15-1531						
4535	0.12	210	R	From:	15-1536	N	Δ		NA		08/22/2001
1535	0.12	210		To	15 1524				11/7		
1535	0.29	220	R	From:	15-1534	N	A		NA		08/22/2001
				To	15-1532						
(1535)	0.25	50	R	From:		N	Α		NA		08/22/200
				To:	15-1531						
<u> </u>	0.09	50	R	From:	Dead End	N	Δ		NA		1998
1536	0.09	90	ĸ	To:	15-1535	IN.	^		INA		1990

			_	_	Bus 20 Add 2 Add 4 Tabil 2 Tabil	P	eak	Dir		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC H	our	K Factor	AAWDT Q	N Year
Campbell County				From:	15-1535					
1536	0.11	370	R			N	IA		NA	1998
				To: From:	15-1537	 				1000
1536	0.05	560	R	To:	15-1520	N 	IA		NA	1998
				From:	15-1536					
1537	0.05	20	R			١	ΙA		NA	1998
				To:	Dead End					
	0.29	350	R	From:	15-682		ΙA		NA	08/29/20
1538	0.23	330		To:	15-1539		4/1		IVA	00/23/20
				From:	15-1538					
1539	0.37	380	R			N	ΙA		NA	08/29/20
				To:	15-682					
(50)	0.09	80	R	From:	15-1502	l .	IA		NA	08/29/20
1540	0.00	00		To:	15 1542]	•/~		IVA	00/23/20
1540)	0.12	160	R	From:	15-1542	N	ΙA		NA	08/29/20
1540				To:	15-1543					
1540	0.09	310	R	From:	13 13 13	, ,	ΙA		NA	08/29/20
				To:	SCL LYNCHBURG					
$\overline{}$				From:	15-1502					
1541)	0.09	300	R				IA		NA	08/29/20
	0.40	400		To: From:	15-1542		1.0		NIA	00/00/00
1541)	0.10	120	R			, ,	IA		NA	08/29/20
	0.04	170	R	From:	15-1543	_	IA		NA	08/29/20
1541)	0.04	170	IX.	To:	SCL LYNCHBURG	'	1/1		INA	00/29/20
				From:	15-1540					
1542	0.13	110	R	_		١	IΑ		NA	08/29/20
				To:	15-1541					
	0.16	70	R	From:	15-1541		IA		NA	08/29/20
1543	0.10	70		To:	15-1540		•/~		IVA	00/20/20
				From:	15-1646					
(1544)	0.61	150	R			, N	IΑ		NA	1998
				To: From:	15-1511 SOUTH					
(1544)	0.17	560	R	т	VIO 460 DAVO 15 1511 V	ı	IA		NA	1998
				To: From:	US 460 BUS; 15-1511 N					
1545	0.08	30	R	FIOIII.	Dead End	l N	ΙA		NA	1998
1545	0.00			To:	15-1566					
1545	0.05	330	R	From:	13-1300	· · · · · · · · · · · · · · · · · · ·	ΙA		NA	1998
				To:	15-1565					
1545	0.41	820	R	From:	13 1303	N	IΑ		NA	1998
				To:	15-877					
\bigcirc			_	From:	Dead End					
(1546)	0.11	70	R			٠ .	IA		NA	1998
	0.10	4400		From:	15-1547		1.4		B 1 A	4000
1546	0.10	1400	R	To:	15-859	N	IA		NA	1998
				From:	15-1518					
(1547)	0.75	690	R	<u> </u>		, ,	ΙA		NA	1998
\bigcirc				To:	15-1520					

					Campbell Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	 il QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Campbell County				From:	Dead End	1						
(1548)	0.09	70	R	<u> </u>	Dead End	_	NA			NA		1998
				To:	15-1547							
\bigcirc	0.00	200		From:	Dead End		NIA			NIA		00/00/000
1549	0.28	300	R	To:	15-622	7	NA			NA		08/20/200
				From:	US 460 BUS							
1550	0.22	280	R				NA			NA		1998
				To:	Dead End							
	0.06	40	R	From:	Dead End		NA			NA		08/29/200
1551	0.00	40	K	To:	15 1550	7	INA			INA		00/29/20
1551)	0.25	280	R	From:	15-1552		NA			NA		08/29/20
				To:	15-1520							
				From:	15-1551							
1552	0.10	60	R				NA			NA		08/29/20
	0.47	=00		From:	15-1553							00/00/00
1552	0.17	790	R	To:	15-1520	7	NA			NA		08/29/20
				From:	Cul-de-Sac	1						
1553	0.09	130	R			_	NA			NA		08/29/20
				To: From:	15-1510	<u> </u>						
1553	0.20	220	R			<u> </u>	NA			NA		08/29/20
				To: From:	15-1509]						
1553	0.06	310	R	To:	15-1552	7	NA			NA		08/29/20
				From:	Dead End	1						
1554	0.08	70	R	L	Dead End	_	NA			NA		1998
				To:	15-1547							
\bigcirc				From:	Dead End							1000
1555	0.07	70	R			_	NA			NA		1998
	0.10	340	R	From:	15-1547		NA			NA		1998
1555	0.10	340	K	To:	15-1563	7	INA			INA		1990
				From:	Dead End							
1556	0.09	60	R	_		_	NA			NA		1998
				To:	15-1547							
	0.14	2400	R	From:	15-1558		NA			NA		1998
1557	0.14	2400	IX.	To:	15-1520	٦	INA			INA		1990
				From:	Bedford County Line							
1558	0.27	330	R			_	NA			NA		1998
				To: From:	15-1598]——						
1558	0.17	760	R				NA			NA		1998
				To: From:	15-1599		.					1000
1558	0.07	830	R			_	NA			NA		1998
	0.08	1100	R	From:	15-1598	_	NA			NA		1998
1558	0.00	1100	ĸ	_T	15 1550	_	INA			INA		1990
	0.20	1200	R	From:	15-1559		NA			NA		1998
1558	0.20	00		To:	15-1557	—						
1558	0.14	1100	R	From:	15-133/		NA			NA		1998
				To:	15-1560	1						

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		()(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Campbell County				From:		Dead End								
(1559)	0.13	140	R						NA			NA		08/29/200
				To: From:		15-1558								
(1559)	0.14	460	R						NA			NA		1998
$\overline{}$	0.04	320	R	From:		15-1560			NA			NA		1998
1559	0.04	320	ĸ	т					NA			INA		1990
(1559)	0.39	280	R	From:		15-1561			NA			NA		1998
(1559)				To:		15-1560								
				From:		15-1559								
1560	0.22	380	R						NA			NA		1998
				From:		END LOOP								
(1560)	0.05	490	R						NA			NA		1998
	0.47	220		From:		15-1558			NIA			NIA		4000
1560	0.47	320	R	_					NA			NA		1998
	0.11	320	R	From:		15-1559			NA			NA		1998
(1560)	0.11	320	IX	To:		BEGIN LOOP			INA			INA		1990
				From:		Dead End								
(1561)	0.04	10	R						NA			NA		1998
				To:		15-1559								
	0.20	150	R	From:		Dead End			NA			NA		1998
1562	0.20	150	K	To:		US 460 BUS			INA			INA		1990
				From:		15-1525	1							
1563	0.11	790	R						NA			NA		1998
				To: From:		BEGIN LOOP	-							
1563	0.13	590	R						NA			NA		1998
				To: From:		15-1555								
1563	0.26	310	R						NA			NA		1998
$\overline{\bigcirc}$	2.25	212		From:		15-1567	-							1000
1563	0.05	340	R	To:		END LOOP			NA			NA		1998
				From:		Dead End	<u> </u>							
1564	0.03	30	R						NA			NA		1998
$\bigcup_{i=1}^{n}$				To:		15-1518								
\bigcirc	0.45	440	_	From:		15-1545								4000
1565	0.15	110	R	To:		Dead End			NA			NA		1998
				From:		Dead End	1							
1566	0.18	140	R						NA			NA		1998
$\bigcup_{i=1}^{n}$				To:		15-1545								
\bigcirc	0.04	40	_	From:		15-1563			NIA			NIA		1000
1567	0.04	10	R	To		Dead End			NA			NA		1998
				From:		15-1570	1							
1568	0.10	320	R						NA			NA		1998
				To: From:		15-1569								
1568	0.20	560	R						NA			NA		1998
				Tn·		15-682								
\bigcirc	0.00	120	Б	From:		Dead End			NIA			NIA		1000
(1569)	0.09	130	R	To:		15-1568			NA			NA		1998

					Car	mpbell Maintena	ance Area							
Route	Length	AADT	QA	4Tire	Bus		ruck e 1Trail 2Trail	OC:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Campbell County				From:										
(1570)	0.13	120	R	rioin.		Cul-de-Sac			NA			NA		1998
				To:		15-1568								
(1570)	0.15	730	R	rioin.				!	NA			NA		1998
				To: From:		15-877								
(1570)	0.14	570	R					ı	NA			NA		1998
	0.04	250	R	From:		15-1597			NA			NA		1998
(1570)	0.04	200	- 1	To:		Dead End			14/3			IVA		1000
				From:		15-622 EAS	T							
(1571)	0.28	690	R						NA			NA		08/22/200
\bigcirc	0.50	220	_	From:		15-1573 EAS	ST		NIA			NIA		00/22/200
(1571)	0.50	220	R	_			-	1	NA			NA		08/22/200
(1571)	0.28	1200	R	From:		15-1573 WES	ST		NA			NA		08/22/200
(1971)	0.20			To:		15-622 WES	T							00/11/100
				From:		Dead End								
(1572)	0.01	2	R						NA			NA		08/22/2001
$\overline{\bigcirc}$	0.12	4400	R	From:		15-1573			NIA			NΙΔ		00/22/2004
(1572)	0.13	1100	ĸ	To:		15-1533			NA			NA		08/22/200
				From:		Bedford County	Line							
(1573)	0.02	400	R			-		l	NA			NA		08/22/200
				To: From:		15-1571 WES	ST							
(1573)	0.08	1100	R						NA			NA		08/22/2001
	0.00	740	R	From:		15-1571 EAS	ST		NIA			NΙΔ		00/22/200
(1573)	0.08	710	ĸ				1	İ	NA			NA		08/22/200
1573	0.06	790	R	From:		15-1529			NA			NA		08/22/200
10/0				To:		15-1572								
				From:		15-1575								
(1574)	0.20	40	R					ı	NA			NA		08/20/200
	0.14	150	В	From:		15-1519			NA			NA		08/20/200
(1574)	0.14	150	R	To:		15-1576		1	INA			INA		00/20/200
(1574)	0.11	60	R	From:		13-13/6			NA			NA		08/20/200
				To:		15-1519; 15-15	575							
\bigcirc	0.05	40		From:		Cul-de-Sac			NIA			NIA		4000
(1575)	0.05	40	R					ì	NA			NA		1998
(F75)	0.06	150	R	From:		15-1574			NA			NA		1998
(1575)	0.00	100		To:		15-1519; 15-15	574		147 (1000
				From:		15-1574								
1576	0.03	20	R	To:		D IF I		Í	NA			NA		08/20/200
				From:		Dead End								
(1577)	0.35	50	R	<u> </u>		15-1579		I	NA			NA		08/29/200
				To:		15-1578								
(1577)	0.09	170	R	1 10III.					NA			NA		08/29/200
				To:		15-622								
4570	0.17	50	R	From:		15-1577			NA			NA		08/29/200°
1578	U.17			To		15-1514			1 1/7					

Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Tra	ററ	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Campbell County				From:		15-1514	1						
(1579)	0.06	160	R			13-1314	_	NA			NA		08/29/2001
\bigcirc	0.00	400		To: From:		15-1577]	NIA			NIA		00/00/000
(1579)	0.08	120	R	To:		Dead End	7	NA			NA		08/29/2001
				From:		15-1581	Ì						
(1580)	0.34	3300	R	•			_	NA			NA		08/07/2001
	0.02	5600	G	To: From:		15-858]	0.089	F	0.564	5800	G	2002
(1580)	0.02	3000	G	To:		US 460; 15-1512]	0.069	Г	0.304	5600	G	2002
				From:		Dead End	j						
1581	0.03	30	R					NA			NA		08/07/2001
	0.42	200	_	To: From:		15-1584	}——	NIA			NIA		00/07/0004
(1581)	0.13	380	R	т		15 1500	7	NA			NA		08/07/2001
(1581)	0.07	2200	R	From:		15-1583		NA			NA		08/07/2001
				To: From:		15-1401	1						
(1581)	0.03	2300	R	rioni.			_	NA			NA		08/07/2001
				To: From:		15-1582	}—						
(1581)	0.10	2600	R				_	NA			NA		08/07/2001
	0.40	0000		From:		15-1588	}	NIA			NIA		00/07/0004
(1581)	0.13	2900	R	To:		15-1580	7	NA			NA		08/07/2001
				From:		15-1583	1						
(1582)	0.09	180	R	<u>. </u>			_	NA			NA		07/10/2001
				To: From:		15-1586	}—						
(1582)	0.22	360	R					NA			NA		07/10/2001
	0.04		_	From:		15-1585]	NIA			NIA		07/40/0004
1582	0.24	550	R	To-		15-1581	7	NA			NA		07/10/2001
				From:		Dead End	Ì						
(1583)	0.01	20	R				=	NA			NA		08/01/2001
				To: From:		15-1590]——						
1583	0.06	320	R					NA			NA		08/01/2001
	• • • • • • • • • • • • • • • • • • • •			From:		15-1587]—						00/01/000
(1583)	0.11	480	R	_			_	NA			NA		08/01/2001
(1502)	0.22	430	R	From:		15-1582		NA			NA		08/01/2001
1583	0.22	700		To:		15 1505		INA			IVA		00/01/2001
(1583)	0.23	1800	R	From:		15-1585	_	NA			NA		08/01/2001
				To:		15-1581							
$\widehat{}$				From:		15-1585							
1584	0.24	180	R	To:		15-1581	7	NA			NA		08/07/2001
				From:		15-1590	1						
(1585)	0.35	140	R	<u> </u>		13-1370	_	NA			NA		07/10/2001
				To:		15-1615							
1585	0.06	1300	R	*****			_	NA			NA		07/10/2001
				From:		15-1584							
1585	0.10	1200	R				_	NA			NA		07/10/2001
	0.00	222		From:		15-1583		NI A			NI A		07/40/2024
(1585)	0.09	220	R	To:		15-1582	7	NA			NA		07/10/2001

					Campbell Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2	Trail	QC F	eak Iour	QK	Dir Factor	AAWDT	QW	Year
Campbell County				From:									
1586	0.06	80	R		Cul-de-Sac			NA			NA		07/10/200
				To:	15-1582								
				From:	15-623; 15-871								
1587	0.37	490	R					NA			NA		07/10/200
				From:	15-1592								0=1101000
1587	0.07	320	R					NA			NA		07/10/200
	0.21	270	R	From:	15-1591			NA			NA		07/10/200
(1587)	0.21	210	K	To:	15-1583			INA			INA		07/10/200
				From:	15-1581								
1588	0.03	220	R					NA			NA		08/14/200
				To: From:	Dead End; Gap Terminus								
(1588)	0.30	120	R	rioiii.				NA			NA		08/14/200
				To:	Dead End								
\bigcirc				From:	15-1533 SOUTH								
1589	0.27	60	R					NA			NA		08/22/2001
				From:	15-1533 NORTH								00/00/000
(1589)	0.05	30	R	To:	Dead End			NA			NA		08/22/2001
				From:	Cul-de-Sac								
(1500)	0.06	60	R	<u> </u>	Cui-de-Sac			NA			NA		08/01/200
(1590)				To:	15-1615								
(1590)	0.17	180	R	From:	13-1013			NA			NA		08/01/200
				To:	15-1585								
(1590)	0.13	240	R	From:	13 1303			NA			NA		08/01/200
				To:	15-1583								
				From:	15-1587								
(1591)	0.19	200	R					NA			NA		07/10/200
				To:	Dead End								
	0.04	80	R	From:	Dead End			NA			NA		07/10/200
(1592)	0.04	00	K	To:	15-1587		1	INA			INA		07/10/200
				From:	15-623	Ì							
(1594)	0.27	40	R			•		NA			NA		08/22/200
				To:	Dead End								
				From:	Bedford County Line								
(1595)	0.03	300	R					NA			NA		08/20/2001
	0.00			From:	15-1527								00/00/000
1595	0.02	260	R	To:	Dead End			NA			NA		08/20/2001
				From:	Dead End								
(1596)	0.06	40	R		Dead Elid			NA			NA		08/29/2001
1.000				To	15-1523								
(1596)	0.13	70	R	From:	13-1323			NA			NA		08/29/2001
				To:	Dead End								
				From:	15-1570								
1597	0.12	460	R				ı	NA			NA		1998
				From:	15-877								
(1597)	0.06	840	R			1	ı	NA			NA		1998
				To:	15-682				<u> </u>				
	0.46	1400	P	From:	Bedford County Line			NΙΛ			NIA		1000
(1598)	0.16	1100	R	To:	15-1558 SOUTH			NA			NA		1998
					15 1550 500 111								

Length	AADT	QA	4Tire	Bus 2Avla 3+Avla 1Trail 2Trail	- QC Peak	()k	AAWDT Q\	V Year
			Eron		nour	racion		
0.26	1000	R	From:	15-1558 SOUTH	l NA		NA	08/29/2001
			To: From:	15-1558 NORTH				
0.10	80	R			NA		NA	1998
			Tn·					
0.06	170	R	From.	Cul-de-Sac	l NA		NA	08/29/2001
			To	15-1558				
			From:	15-682				
0.34	740	R	To:	Dead End	NA I		NA	08/29/200
			From:					
0.26	240	R			NA		NA	08/22/200
			To: From:	15-1604				
0.20	240	R			NA		NA	08/22/200
0.00			From:	15-1602	NIA.		NIA	00/00/000
0.08	80	ĸ	To:	Cul-de-Sac	NA I		NA	08/22/200
			From:					
0.09	240	R	<u>. </u>		NA		NA	08/22/200
			To: From:	15-1601				
0.14	630	R	т	***	NA		NA	08/22/200
0 14	220	R	From:	15-1604	NA.		NA	08/22/200
• • • • • • • • • • • • • • • • • • • •			To:	15-1602				00/12/200
			From:	Dead End				
0.17	100	R			NA		NA	08/22/200
			To: From:	15-1603				00/00/000
0.19	80	R	To:	15-1601	NA I		NA	08/22/200
			From:					
0.45	70	R	<u> </u>	Dead End	NA		NA	1998
			To:	15-622				
2.42			From:	15-738				1000
0.19	90	R	To:	Cul da Saa	NA I		NA	1998
			From:					
0.11	200	R	<u> </u>	13-1010	NA		NA	08/01/200
			To	15-1608				
0.08	50	R	riom.		NA		NA	08/07/2001
			To:	Dead End				
0.40	400	-	From:	Cul-de-Sac	N1.0		NIA	00/07/000
0.12	100	ĸ	_		INA		NA	08/07/2001
0.09	180	R	From:	15-1609	NΑ		NΔ	08/07/2001
0.03	100		To	15-1607	INA		NA.	55/01/200
			From:	15-1608				
0.07	49	R			NA		NA	08/07/2001
			To:	Cul-de-Sac				
0.05	FOO	Б	From:	END LOOP	NIA.		NIΛ	00/4//0004
0.05	520	ĸ	To:	15-858	INA I		INA	08/14/2001
	0.26 0.10 0.06 0.34 0.26 0.20 0.08 0.09 0.14 0.17 0.19 0.45 0.19 0.11 0.08 0.12 0.09	0.26 1000 0.10 80 0.06 170 0.34 740 0.26 240 0.20 240 0.08 80 0.09 240 0.14 630 0.17 100 0.19 80 0.45 70 0.19 90 0.11 200 0.08 50 0.12 100 0.09 180 0.07 49	0.26 1000 R 0.10 80 R 0.06 170 R 0.34 740 R 0.26 240 R 0.20 240 R 0.09 240 R 0.14 630 R 0.14 630 R 0.17 100 R 0.19 80 R 0.11 200 R 0.11 200 R 0.11 200 R 0.12 100 R 0.08 50 R	0.26 1000 R	15-1558 SOUTH 15-1658 SOUTH 15-1659 SOUTH 15-1659 SOUTH 15-1659 SOUTH 15-1659 SOUTH 15-1659 SOUTH 15-1659 SOUTH 15-1658 SOUT	15-1558 SOUTH	15-158 SOUTH	13-1588 SOUTH

					Carri	poen Mantenance Are	а							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Campbell County				From:		15-1610	1							
(1611)	0.05	46	R	<u> </u>		13-1010			NA			NA		08/14/2001
				To-		Cul-de-Sac								
\bigcirc	0.04	40	R	From:		15-1610			NA			NA		09/14/2001
(1612)	0.04	40	ĸ	To:		Cul-de-Sac			INA			INA		08/14/2001
				From:		Cul-de-Sac								
(1613)	0.08	100	R						NA			NA		08/14/2001
				To: From:		15-1610								
(1614)	0.15	140	R	FIOIII.		Dead End			NA			NA		08/07/2001
(1014)				To:		15-1500								
$\widehat{}$				From:		15-1590								
1615	0.11	180	R						NA			NA		07/10/2001
	0.45	400		From:		15-1617			NIA			NIA.		07/40/0004
1615	0.15	490	R	. —					NA			NA		07/10/2001
(1645)	0.15	1000	R	From:		15-1616			NA			NA		07/10/2001
1615)	0.10	1000		To:		15-1585			1471			147.		0771072001
				From:		15-1615								
1616)	0.11	620	R						NA			NA		08/01/2001
				To: From:		15-1607								
1616	0.05	320	R						NA			NA		08/01/2001
	0.11	210	R	From:		15-1618			NA			NA		08/01/2001
1616	0.11	210	IX.	To:		15-1619			INA			INA		00/01/2001
				From:		15-1619								
(1617)	0.12	220	R						NA			NA		07/10/2001
<u> </u>				From:		15-1618								
1617	0.13	310	R	To:		15-1615			NA			NA		07/10/2001
				From:		15-1617	1							
(1618)	0.17	80	R			13 1017			NA			NA		08/01/2001
				To:		15-1616								
\bigcirc	0.21	100	R	From:		Dead End			NIA			NA		08/01/2001
(1619)	0.21	100	K	т		15.1615			NA			INA		00/01/2001
(1619)	0.18	140	R	From:		15-1617			NA			NA		08/01/2001
(1019)				To:		15-1616								
				From:		Cul-de-Sac								
1620	0.14	260	R						NA			NA		08/29/2001
	0.12	920	R	From:		15-1621			NA			NA		08/29/2001
1620	0.12	920	ĸ	To:		15-682			INA			INA		06/29/2001
				From:		Cul-de-Sac								
1621)	0.06	120	R				<u>.</u>		NA			NA		08/29/2001
				From:		15-1620								
1621)	0.10	870	R	To:		15 1722			NA			NA		08/29/2001
				From:		15-1622								
1622	0.11	190	R			Dead End			NA			NA		08/29/2001
				To:		15-1621								
1622	0.11	160	R	From:					NA			NA		08/29/2001
				To:		Dead End								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak il Hour	QK Dir Factor	AAWDT QW	Year
Campbell County				From:	Cul-de-Sac	1			
1625)	0.25	180	R		Cui-de-sac	NA NA		NA	1998
				To: From:	15-1626]			
1625	0.08	340	R	To:	15 1520	NA T		NA	1998
				From:	15-1520 15-1625				
1626	0.07	80	R	<u> </u>	13-1023	NA		NA	1998
				To: From:	15-1627]			
1626)	0.12	270	R	To:	15-1520	NA T		NA	1998
				From:	Cul-de-Sac	<u>.</u> I			
1627)	0.11	80	R			NA		NA	1998
				To:	15-1626				
	0.04	2	R	From:	Cul-de-Sac	NA		NA	08/29/200
1630	0.04			To:	15-1632	7		IVA	00/23/200
1630	0.08	300	R	From:	13-1032	NA		NA	08/29/200
				To: From:	15-1631	1			
1630)	0.06	400	R			NA		NA	08/29/200
				To:	15-685				
1631)	0.13	80	R	From:	Cul-de-Sac			NA	08/29/200
1631)	0.10			To:	15-1630	1			00/20/200
				From:	Dead End				
1632	0.12	90	R			NA		NA	08/29/200
	0.44	420	_	From:	15-1630			NIA	00/00/000
1632	0.14	130	R	To:	Dead End	NA T		NA	08/29/200
				From:	Cul-de-Sac	1			
1639)	0.44	160	R		20.0020	NA		NA	07/18/200
				To:	15-738				
	0.37	180	R	From:	Cul-de-Sac	NA		NA	08/29/200
1640	0.37	100	IX.	To:	15 1641	7		IVA	00/29/200
1640	0.40	240	R	From:	15-1641	NA		NA	08/29/200
10.00				To:	15-738				
\sim				From:	15-1640]			
1641)	0.15	60	R	To:	15-738	NA T		NA	1998
				From:	15-1544				
1646	0.06	370	R		13*1344	NA NA		NA	08/29/200
				To:	Cul-de-Sac				
\bigcirc			_	From:	US 460 BUS	J			
1649	0.37	390	R	To:	Dead End	NA T		NA	1998
				From:	FORMER Dead End				
1649	0.11	NA		т	D 15 1	NA NA		NA	
				To:	Dead End	<u> </u>			
1650	0.06	1400	R		15-624	J NA		NA	08/22/200
1000				To:	15-1651]			
				From:	15-1654				
1651)	0.07	140	R			NA		NA	08/22/200
1651)	2.22	=10		From:	15-1653			N1	00/00/00=
	0.09	510	R			NA		NA	08/22/200

					Cai	rippeli ivialitieriance Area	a							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Campbell County				From:		15-1652	ī							
(1651)	0.05	430	R	<u> </u>		13-1032			NA			NA		08/22/2001
				To: From:		15-1650	-							
1651	0.08	1100	R						NA			NA		08/22/2001
_				From:		15-1655								20/20/2024
1651	0.11	1100	R						NA			NA		08/22/2001
	0.02	1000	R	From:		15-1656			NA			NA		08/22/2001
1651)	0.02	1000		To:		Dead End			IVA			IVA		00/22/2001
				From:		15-1651								
(1652)	0.12	160	R	To					NA			NA		08/22/2001
				From:		Cul-de-Sac								
1653	0.09	160	R	rioiii.		15-1651			NA			NA		08/22/2001
(1033)				To:		Dead End								
				From:		15-1651								
1654	0.06	130	R	т		0.1.1.0			NA			NA		08/22/2001
				To: From:		Cul-de-Sac								
(1655)	0.07	160	R	110111.		15-1651			NA			NA		08/22/2001
(1003)				To:		Dead End								
$\widehat{}$				From:		15-1651								
1656	0.08	280	R	To:		D. IF I			NA			NA		08/22/2001
				From:		Dead End								
(1657)	0.27	160	R	r tonii.		15-770			NA			NA		08/20/2001
(1037)				To:		15-770								
				From:		15-01657(B)/								
(1658)	0.07	NA		To:					NA			NA		
				From:		Cul-de-Sac/								
(1660)	0.20	640	R	From:		15-1661			NA			NA		1998
(1000)				To:		15-622								
				From:		Cul-de-Sac								
(1661)	0.16	90	R						NA			NA		1998
				From:		15-1663 SOUTH	-							1000
1661)	0.25	190	R						NA			NA		1998
	0.33	150	R	From:		15-1664			NA			NA		1998
(1661)	0.55	150	K	To:		15 16(2 NODTH			INA			INA		1990
(1661)	0.03	470	R	From:		15-1663 NORTH			NA			NA		1998
				To:		15-1660								
(1661)	0.03	90	R	From:		13-1000			NA			NA		1998
\bigcup				To:		15-1662								
\bigcirc				From:		Cul-de-Sac								
1662	0.07	50	R	To:		15-1661			NA			NA		1998
				From:		15-1661 SOUTH	<u>.</u>							
1663	0.18	660	R	<u> </u>		10 1001 000 111			NA			NA		08/20/2001
				To: From:		15-1664	1							
1663	0.26	270	R						NA			NA		08/20/2001
				To:		15-1661 NORTH								
	0.07	60	R	From:		15-1663		· <u> </u>	NA	· <u>-</u>		NA		1998
1664	0.07	OU	ĸ	To:		15-1661			INA			INA		1330
						•								

						laintenance Area								
Route	Length	AADT	QA	4Tire		Truck 3+Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Campbell County				From:	C	ıl-de-Sac								
(1670)	0.11	80	R						NA			NA		1998
1670	0.15	150	R	From:	1	15-1671			NA			NA		1998
				To: From:		15-835								
1670	0.14	90	R	To:	Cı	ıl-de-Sac			NA			NA		1998
\bigcirc	0.00		_	From:	1	5-1670			NIA			NIA		4000
1671	0.09	60	R	To:	D	ead End			NA			NA		1998
$\overline{}$	0.07	220	R	From:	Cu	ıl-de-Sac			NA			NA		1998
1675	0.07	220	K	To:	US	460 BUS			INA			INA		1990
	0.28	130	R	From:	1	15-1704			NA			NA		1998
1701	0.20	130	IX.	To: From:	1	15-1703	 -		INA			INA		1990
1701)	0.09	250	R	To:					NA			NA		1998
				From:		SR 24 lead End								
1702	0.04	3	R			cud End			NA			NA		07/18/200
	0.27	130	R	From:	1	5-1704			NA			NA		07/18/200
1702	0.21	100		To:	1	15-1703			1471			147 (077107200
$\overline{}$	0.09	170	R	From:	1	5-1701			NA			NA		07/18/200
1703	0.09	170	ĸ	To:	1	15-1702			INA			NA .		07/10/200
\bigcap	0.08	40		From:	1	5-1701			NIA			NIA		07/10/200
1704	0.06	48	R	To:	1	15-1702			NA			NA		07/18/200
$\overline{}$				From:		15-646								1000
(1708)	0.09	340	R	To:		C 1710			NA			NA		1998
1708	0.08	280	R	From:	1	15-1710			NA			NA		1998
\bigcirc	0.00	400		To: From:	1	15-1709			N10			NIA		4000
1708)	0.08	120	R	To:	1	15-1712			NA			NA		1998
1708	0.10	60	R	From:					NA			NA		1998
				To:		ıl-de-Sac								
1709	0.14	90	R	From:	D	ead End			NA			NA		1998
				To:		15-1708								
1710	0.08	60	R	From:	D	ead End			NA			NA		1998
				To:	1	15-1708								
	0.20	100	R	From:		15-646			NA			NA		1998
1711)	0.20	100	11	To	D	ead End			13/7			INA		1990
$\overline{}$	0.04	00		From:	Cu	ıl-de-Sac			NIA			N.I.A		4000
1712	0.21	80	R	To:	1	15-1708			NA			NA		1998
				From:		15-1716			•					
1715	0.14	120	R						NA			NA		1998
1715)	0.09	290	R	From:	1	5-1717			NA			NA		1998
				To:		15-646								

					Campbell Maintenance A	Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1T	(QC Peal Hou	OK	Dir Factor	AAWDT	QW	Year
Campbell County				From:	15 1717	<u> </u>						
(1716)	0.06	70	R		15-1717		NA			NA		1998
				To	15-1715							
				From:	Dead End							
(1717)	0.14	60	R				NA			NA		1998
\bigcirc	0.14	440	R	From:	15-1716		NIA			NΙΔ		1000
(1717)	0.14	110	ĸ	To:	15-1715		NA			NA		1998
				From:	Dead End							
9069	0.31	700	R				NA			NA		09/18/200
				To:	15-636							
	0.45	2300	R	From:	US 460 BUS		NIA			NA		1998
9070	0.45	2300	K	To:	Dead End		NA			INA		1990
Town of Brookneal				•		•						
	2.00	450		From:	15-1101							001401000
9071)	0.09	170	R	To:	Dead End		NA			NA		09/18/200
Campbell County					Dead End	<u> </u>						
Cambben County				From:	SR 24							
(9073)	0.17	220	R	To:	GD 24		NA			NA		1998
				From:	SR 24							
9074)	0.12	650	R	r toin.	US 501 SOUTH		NA			NA		1998
3074				To:	0.12 MN US 501							
9074)	0.11	700	R	From:	0.12 WIIV CB 301		NA			NA		1998
				To:	US 501 NORTH							
				From:	SR 24; 15-967							
9075	0.04	NA		To:	Dead End		NA			NA		
				From:	US 29							
9076	0.15	770	R		03 2)		NA			NA		1998
				To:	0.15 ME US 29	_						
9076)	0.41	520	R	rioiii.			NA			NA		1998
				To:	SR 24							
9077	0.12	240	R	From:	15-682		NA			NA		09/18/200
(9077)	0.12	240	K	To:	Dead End		INA			INA		09/10/200
				From:	Dead End							
9488)	0.31	620	R	_			NA			NA		1998
				To:	SR 24							
Town of Altavista				From:	Dead End							
(9489) Ninth St	0.14	720	R		Dona Lila		NA			NA		09/18/200
				To:	SR 43 Bedford Ave							
Campbell County				From:	SR 24; 15-9075	<u> </u>						
9675)	0.12	320	R	` <u>L</u>	SK 24; 13-90/3		NA			NA		1998
		-		To	SR 24							
				From:	US 460 BUS							
9898	0.29	1800	R	To:	B 15 1		NA			NA		1998
City CX				10.	Dead End							
City of Lynchburg				From:	Long Meadow Dr							
Pawnee Dr	0.86	250	G	81%	5% 13% 1% 0	% 0%	F 0.16	2 F	0.506	260	G	2002
				To:	Sandusky Dr							

					Car	mpbell Maintenar	nce Area	a							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg				-											
OT!: 01	0.40	4400	_	From:	5 0/	Church St	00/	00/		0.444	_	0.544	4400	_	0000
2 9Th St	0.18	1100	G	81%	5%	13% 1% Jefferson St	0%	0%	C	0.111	F	0.541	1100	G	2002
				From:											
3 Alta Lane	0.85	1600	G	98%	1%	Del Ray Circle	0%	0%	С	0.107	F	0.57	1700	G	2002
(3) Alta Lane	0.00		•	To:	170	Wards Rd	070	7,0		0.101	•	0.07	1700	Ŭ	2002
				From:		Leesville Rd									
4 Del Ray Circle	0.16	NA		<u> </u>						NA			NA		
118				To:		Alta lane									
_				From:		Park Ave									
5 8Th St	0.59	1600	G	95 <u>%</u>	1%	3% 0%	0%	0%	С	0.093	F	0.544	1600	G	2002
				To:		Court St									
\sim				From:		C1US 501									
(6 ₁)	0.28	NA		. —					Ī	NA			NA		
				To:		Rivermont Ave									
O	0.70			From:		CBUS 460 Fort A	ve								
7 Long Meadow Dr	0.73	NA		To:		Dovress D-			Ī	NA			NA		
				From:		Pawnee Dr									
8 Sussex St	0.79	NA		Fiam		Perrymont Ave	;			NA			NA		
8 Sussex St	0.13	14/7		To		Langhorne Rd				11/7			INA		
				From:	E	ntrance to Liberty Un	ivoreity								
9 University Blvd	0.42	NA		<u> </u>	ь	nualice to Elecity On	iivcisity			NA			NA		
9 University Blvd	****			To:		Candlers Mountain	ı Rd								
				From:		C1US 501									
001 V E S Road	0.92	NA		<u> </u>						NA			NA		
118				To		Williams Rd									
				From:		Boonsboro Rd									
6002 118 Trents Ferry Rd	1.88	1500	G	95%	1%	4% 0%	0%	0%	С	0.091	F	0.564	1600	G	2002
118/				To:		Bedford County L	ine								
				From:		Old Forest Rd									
6003 Link Rd	0.78	8200	G	97 <u>%</u>	1%	2% 0%	0%	0%	F	0.09	F	0.610	8600	G	2002
				To: From:		Cranehill Dr									
6003) Link Rd	1.32	7100	G	97%	1%	Cranehill Rd 2% 0%	0%	0%	С	0.090	F	0.512	7400	G	2002
(6003) Link Rd	1.02	7 100	·	To:	170	Rivermont Ave		070		0.000	•	0.012	7400	Ü	2002
				From:		Old Forest Rd		1							
6004) Wiggington Rd	1.04	4200	G	96%	1%	2% 1%	0%	0%	F	0.116	F	0.584	4400	G	2002
Wiggington Rd				To:		Lynchburg Exp		1							
(6004) Wiggington Rd	0.76	3300	G	From: 96%	1%	2% 1%	0%	0%	С	0.102	F	0.813	3500	G	2002
(6004) Wiggington Rd	5.70	5500	-	7T	1 /0		0 /0	J /0	ı	0.102	1	0.010	0000	5	2002
(6004) Wiggington Rd	1.82	1200	G	From: 96%	1%	Chadwick Dr 2% 1%	0%	0%	F	0.102	F	0.573	1200	G	2002
(6004) Wiggington Ra	1.02	1200	G	90% To:	1 /0	Hawkins Mill R		0 /0	- 	0.102	1.	0.573	1200	G	2002
				From:		Wiggington Rd									
6004 118 Hawkins Mill Rd	0.36	1600	G	95%	1%	2% 1%	0%	0%	С	0.128	F	0.656	1700	G	2002
110				To: From:		Coffee Rd	1								
6004) Coffee Rd	1.22	1900	G	95%	1%	Hawkins Mill R 2% 1%	d 0%	0%	F	0.119	F	0.627	2000	G	2002
(6004) Coffee Rd	1.22	1900	G	93 76 To:	1 /0	Boonsboro Rd	0 /0	U /0		0.119	1	0.021	2000	J	2002
				From:		US 460 Bus Fort A	Ave								
6009 Graves Mill Rd	0.60	5500	G	96%	1%	2% 0%	1%	0%	F	0.102	F	0.635	5700	G	2002
Graves Mill Rd	0.00	5500	-		1 /0		1 /0	<u> </u>	' 	0.102	'	0.000	0700	5	2002
Croves Mill Dd	0.66	4400		From:	10/	Old Mill Rd	10/	00/	_	0.406		0.644	4600		2002
Graves Mill Rd	0.66	4400	G	96%	1%	2% 0%	1%	0%	F	0.106	F	0.614	4600	G	2002
<u> </u>				From:		Nationwide Dr					_				<u> </u>
6009 Graves Mill Rd	0.27	7400	G	96%	1%	2% 0%	1%	0%	F	0.102	F	0.705	7700	G	2002
				To:	Ü	S 501 Lynchburg Exp	ressway								

					Ca	mpbell Maintenan	ce Area	3							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	•	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg								_							
G009 118 Graves Mill Rd	0.18	22000	G	96%	1%	S 501 Lynchburg Expr 2% 0%	1%	0%	С	0.091	F	0.522	23000	G	2002
G009 Graves Mill Rd	1.04	18000	G	From: 96%	1%	Old Graves Mill R 2% 0%	1%	0%	F	0.093	F	0.509	19000	G	2002
				Tn-		WCL Lynchburg 09-	1425								
				From:		Pearl St									
Church St	0.30	4100	G	98%	0%	1% 0%	1%	0%	С	0.116	F		4300	G	2002
6012 118 Church St	0.40	6200	G	96%	1%	2% 0%	1%	0%	F	0.094	F		6500	G	2002
Rivermont Ave	0.90	16000	G	96% To:	1%	5Th St 2% 0%	1%	0%	С	0.089	F	0.601	16000	G	2002
				From:		Bedford Ave E IN Rivermont Ave E I									
6012 Bedford Ave	0.96	5000	G	94% To:	1%	3% 0% Rivermont Ave W	2%	0%	С	0.093	F	0.506	5200	G	2002
				From:		Bedford Ave W Is									
Rivermont Ave	1.01	16000	G	94% To:	1%	3% 0% Rivermont Terrac	2 %	0%	F	0.092	F	0.55	17000	G	2002
				From:		Bedford Ave W Is	nt								
Rivermont Ave	1.11	9000	G	94% To:	1%	3% 0% Bedford Ave E In	2%	0%	F	0.096	F	0.716	9400	G	2002
				From:											
6022 Hollins Mill Rd	1.16	3500	G	94%	1%	Bedford Ave 3% 0%	2%	0%	F	0.093	F	0.707	3700	G	2002
				To: From:		Hollins St									
6022 Federal St	0.40	4400	G	94% To:	1%	3% 0% 5Th St	2%	0%	F	0.088	F	0.539	4500	G	2002
_				From:		Lakeside Dr									
6023 Murrell Rd	0.37	8100	G	94%	1%	3% 0%	2%	0%	F	0.093	F	0.711	8400	G	2002
118				To:		Langhorne Rd									
				From:		Kemper St									
6027 12th St	0.80	5700	G	96%	1%	2% 0%	1%	0%	F	0.095	F	0.647	5900	G	2002
6027) 12th St	0.25	5400	G	From: 96%	1%	Clay St. 2% 0%	1%	0%	F	0.097	F	0.517	5600	G	2002
6027 12th St	0.20	0400	J	To:	1 /0	Commerce St.	1 /0	070		0.007	•	0.517	3000	O	2002
				From:				<u>J</u>							
6028 Commerce St	0.33	5700	G	96%	1%	5Th St 2% 0%	1%	0%	F	0.110	F	0.634	6000	G	2002
	2.22			From:	40/	10Th St	40/	-00/		0.404		0.700	0000		
Commerce St	0.30	3700	G	96% To:	1%	2% 0% Main St	1%	0%	F	0.134	F	0.708	3800	G	2002
				From:		Wadsworth Ave									
6029 Fort Ave	0.43	6700	G	96%	1%	2% 0%	1%	0%	F	0.08	F	0.549	7000	G	2002
6029 118 Park Ave	0.28	8800	G	96%	1%	Kemper St 2% 0%	1%	0%	F	0.077	F	0.554	9200	G	2002
$\widehat{}$				To: From:		9Th St		-							
Park Ave	0.36	6600	G	96% To:	1%	2% 0% 5Th St	1%	0%	F	0.078	F	0.515	6800	G	2002
				From:		Oakley Ave		1							
6031 Lakeside Dr	0.41	12000	G	96%	1%	2% 0%	1%	0%	F	0.09	F	0.699	12000	G	2002
6031 Lakeside Dr	0.34	5900	G	From: 96%	1%	Murrell Rd 2% 0%	1%	0%	С	0.092	F	0.534	6200	G	2002
				To: From:		Memorial Ave									
6031 Park Ave	0.36	7400	G	86% To:	1%	12% 0% Langhorne Rd	0%	0%	F	0.091	F	0.566	7700	G	2002
<u> </u>				From:		C1US 501									
6031 Park Ave	0.35	NA		_						NA			NA		
				To:		US 221; 118-6027:12	Th St								

					Cal	TIPDEII IVIAITILETIATI	ce Alea	1							
Route	Length	AADT	QA	4Tire	Bus	Tru- 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg															
6032 Main St	0.25	3400	G	86%	1%	Florida Ave 12% 0%	0%	0%	F	0.1	F	0.527	3600	G	2002
				From:		Lynchburg Expressy Lynchburg Exp	vay								
6032 Main St	0.28	9400	G	86%	1%	12% 0%	0%	0%	F	0.104	F	0.533	9800	G	2002
6032 118 Main St	0.55	6900	G	From: 86%	1%	12Th St 12% 0%	0%	0%	F	0.098	F		7200	G	2002
				To:		5Th St									
6033 Florida Ave	1.28	4300	G	From: 86%	1%	Campbell Ave 12% 0%	0%	0%	С	0.107	F	0.564	4500	G	2002
6033) Florida Ave	0.88	3700	G	From: 86%	1%	Augusta St 12% 0%	0%	0%	F	0.102	F	0.683	3900	G	2002
				To:		Main St									
Martin St	0.58	1400	G	From: 86%	1%	Florida Ave 12% 0%	0%	0%	F	0.091	F		1400	G	2002
						ECL Lynchburg									
Candler Mtn Rd	1.09	3000	G	From:		SCL Lynchburg				0.099	F	0.727	3000	G	2002
6035 118 Candler Mtn Rd	0.74	16000	G	From:	I	Ramp From US 460; F		<u>}</u>		0.094	F	0.716	16000	G	2002
				To:		SR 128; Mayflower I	Orive	ļ							
				From:		5Th St									
6036) Clay St	0.50	1900	G	95%	0%	4% 1%	0%	0%	С	0.1	F	0.693	1900	G	2002
G036 Grace St	0.88	4800	G	95% To:	1%	3% 0% Florida Ave	1%	0%	С	0.099	F	0.598	5000	G	2002
				From:		Wythe St									
Stadium Dr	0.38	4800	G	95% To:	1%	3% 0% Carroll Ave	1%	0%	F	0.098	F	0.554	5000	G	2002
				From:		Fort Ave		1							
6038) Wythe St	0.27	7800	G	93% To:	2%	3% 1% Stadium Dr	1%	0%	С	0.098	F	0.547	8100	G	2002
				From:		Stadium Dr									
6040 James St	0.22	4000	G	95%	2%	2% 1%	1%	0%	С	0.096	F	0.553	4200	G	2002
118/				To:		Carroll Ave									
				From:		Langhorne Rd									
6042 Cranehill Dr	1.04	2300	G	98%	1%	1% 0%	0%	0%	С	0.147	F	0.839	2400	G	2002
				To:		Link Rd									
_				From:		US 501 NW Express	way								
Old Forest Rd	0.94	20000	G	98%	1%	1% 0%	0%	0%	F	0.093	F	0.501	21000	G	2002
0044 Old Forest Rd	0.45	20000	G	From: 98%	1%	Forrest Brook Rd	0%	0%	С	0.089	F	0.535	21000	G	2002
_				To: From:		Link Rd									
Old Forest Rd	0.21	15000	G	98%	1%	1% 1% Linkhome Dr	0%	0%	F	0.093	F	0.547	16000	G	2002
Old Forest Rd	1.61	10000	G	98% To:	1%	1% 1% Lakeside Dr	0%	0%	F	0.099	F	0.658	11000	G	2002
6045 Greenwood Dr	0.38	3900	G	97%	1%	Oakdale Dr 1% 0% Perrymont Ave	0%	0%	С	0.116	F	0.68	4000	G	2002
				From:		Functional Class Cha	nge								
Thomas Dr	0.51	4900	G	97%	1%	1% 0%	0%	0%	F	0.125	F	0.565	5100	G	2002
Pichmond Dd	0.35	4800	G	From:	1%	Langhorne Ln 1% 1%	0%	0%		0.098	F	0.61	5000	G	2002
Richmond Rd	<u> </u>	4000	G	97% To:	1 70	Oakley Ave	U70	U 70	С	0.080	F	0.61	3000	G	2002

					Car	npbell Maintenance A	Area							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1T		- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg														
				From:		Greenwood Dr								
6046) Sandusky Dr	0.77	3500	G	98%	1%	1% 0% 09	% 0%	С	0.112	F	0.527	3600	G	2002
				To: From:		Pawnee Dr								
6046 Sandusky Dr	0.49	5000	G	97%	1%	1% 0% 0	% 0%	С	0.099	F	0.566	5200	G	2002
118				To-		Fort Ave								
				From:		US 29 Bus Fort Ave								
6048) Perrymont Ave	0.84	3800	G	97%	1%	2% 0% 0	% 0%	С	0.12	F	0.567	4000	G	2002
Perrymont Ave	0.0.		•	To:	.,,	Greenwood Dr	,		0	•	0.00.	.000		
				From:										
6050 Odd Fellows Rd	0.60	8800	G	83%	2%	Lynchburg Expressway 6% 2% 7	% 0%	l F	0.096	F	0.653	9100	G	2002
Odd Fellows Rd	0.00	0000	•	05 /0	2 /0	070 270 1	70 070	. '	0.030	'	0.000	3100	J	2002
<u> </u>				From:		Mayflower Dr								
Odd Fellows Rd	0.67	850	G	83%	2%	6% 2% 7	% 0%	С	0.108	F	0.808	890	G	2002
				To:		Dead End								
_				From:		12Th St								-
Campbell Ave	0.33	7800	G	96%	1%	3% 1% 19	% 0%	С	0.089	F	0.559	8200	G	2002
118/				To		17Th St								
6052) Campbell Ave	0.41	8000	G	From: 96%	1%	3% 1% 1	% 0%	F	0.093	F	0.561	8300	G	2002
6052) Campbell Ave	0.41	0000	J	To:	1 70	Kemper St	70 070	' 	0.000	'	0.501	0000	J	2002
					- CP									
C Farmidala Da	0.00	4000	_	From:		us 460 Fenwick & Sheffiel		_ ا	0.000	_	0.0	4000	0	0000
Fenwick Dr	0.96	4600	G	94%	1%	3% 1% 1	% 0%	F	0.099	F	0.6	4800	G	2002
				To:		CBus 29 Wards Rd								
				From:		WCL Lynchburg								
Greenview Dr	1.29	12000	G	94%	1%	3% 1% 19	% 0%	С	0.084	F	0.537	12000	G	2002
1187				To:		Leesville Rd								
				From:		SCL Lynchburg								
6066 Leesville Rd	1.14	7400	G	98%	1%	1% 0% 0	% 0%	F	0.096	F	0.524	7800	G	2002
Leesville Rd				To:		27 4 0		i						
O Laccidia Dd	4.45	0000	_	From:	40/	North St	00/		0.004		0.574	0000		2002
Leesville Rd	1.15	8600	G	98% To:	1%	1% 0% 0	% 0%	С	0.091	F	0.571	9000	G	2002
						Timberlake Rd								
				From:		CBusUS 460 Logans Lane								
Wards Ferry Road	1.29	7000	F	98%	0%	1% 0% 09	% 0%	F	0.097	F		7400	F	2002
110				To		Harvard St								
6070 Wards Ferry Road	1.06	5700	F	98%	0%	1% 0% 0	% 0%	С	0.111	F		6000	F	2002
Wards Ferry Road			-	To:		US 29; Wards Rd]		-			-	
				From:										
6071) Harvard St	0.08	270	G	94%	1%	Wards Ferry Rd 3% 1% 19	% 0%	l F	0.120	F	0.894	280	G	2002
Harvard St	0.06	270	G	94 70 To:	1 70		70 070	F	0.128	Г	0.094	200	G	2002
						College Park Dr								
				From:		Timberlake Rd								
6072 Old Graves Mill Rd	1.70	11000	G	94 <u>%</u>	1%	3% 1% 19	% 0%	С	0.086	F	0.621	11000	G	2002
				To:		Graves Mill Rd								
				From:		Graves Mill Rd								
Mcconville Rd	1.80	3700	G	97%	1%	1% 0% 09	% 0%	С	0.108	F	0.557	3900	G	2002
118/				To:		Wyndale Dr								
_				From:		McConville Rd								
Wyndale Dr	0.24	3600	G	97%	1%	1% 1% 09	% 0%	С	0.096	F	0.58	3700	G	2002
1100				To:		Lakeside Dr								
				From:		Link Rd								
6074) Evergreen Rd	0.33	2600	G	98%	1%	1% 0% 0	% 0%	С	0.106	F	0.697	2700	G	2002
			-	To:	.,•	Indian Hill Rd	7,0	-		-			-	
118				From:		Evergreen Rd								
118							2/ 00/	· –	0.405	_			_	2002
118	0.98	2300	G	98%	1%	1% 0% 09	% 0%	F	0.105	F	0.536	2400	G	2002
118	0.98	2300	G	98% To:	1%		% 0% 	 	0.105	F	0.536	2400	G	2002
118/	0.98	2300	G		1%	1% 0% 06 Burnt Bridge Rd Indian Hill Rd	% U% 	 	0.105	F	0.536	2400		2002
118	0.98	2300 1800	G G	To:	1%	Burnt Bridge Rd		C	0.105	F F	0.536	1900	G G	2002

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg															
6075 Langhorne Lane	0.34	3300	G	97% To:	1%	Richmond St 2% 0% Eldon St	0%	0%	С	0.111	F	0.5	3400	G	2002
6075 Eldon St	0.07	3500	G	97% To:	1%	Langhorne Ln 2% 0%	0%	0%	F	0.105	F	0.505	3600	G	2002
				From:		Memorial Ave									
6076 Linkhorne Rd	0.59	5500	G	97% To:	1%	Old Forest Rd 2% 0% Cranehill Dr	0%	0%	F	0.096	F	0.535	5700	G	2002
(6077) Jefferson St	0.41	1800	G	From: 97%	1%	7Th St 2% 0%	0%	0%	F	0.111	F	0.531	1800	G	2002
118)				To:		Concord Tnpk									
				From:		Main St									
(6078) Washington St	0.11	1200	G	91%	1%	3% 3%	2%	0%	F	0.11	F	0.647	1200	G	2002
Concord Tnpk	1.66	3400	G	From: 91%	1%	Jefferson St 3% 3%	2%	0%	F	0.110	F	0.501	3500	G	2002
<u> </u>	1.07	3400	G	From: 91%	1%	Rockwell Rd	2%	0%	С	0.109	F	0.587	3500	G	2002
6078 Concord Tnpk				To:		US 460					-				
				From:		12Th St									
6080) Court St	0.50	1600	G	91%	1%	3% 3% 5Th St	2%	0%	F	0.105	F	0.519	1700	G	2002
				From:		Lakeside Dr		ĺ							
6081 Forest Brook Rd	0.92	3400	G	96% To:	1%	1% 1% Old Forest Rd	1%	0%	С	0.106	F	0.580	3500	G	2002
				From:		Old ForestT Rd		1							
6082 Hill St	0.58	4000	G	97% To:	1%	2% 0%	0%	0%	F	0.101	F	0.726	4200	G	2002
				From:		Langhorne Rd									
6083 Edgewood Ave	0.73	2200	G	97%	1%	Fort Ave 2% 0%	0%	0%	С	0.095	F	0.533	2300	G	2002
				To:		Wards Rd									
Town of Altavista				From:		Bedford Ave		1							
1 ₁₆₂ 7Th St	0.43	5100	G	97%	0%	1% 0%	0%	0%	С	0.111	F	0.505	5100	G	2002
7Th St	0.44	2600	G	From: 97%	0%	Franklin Ave	0%	0%	F	0.110	F	0.58	2600	G	2002
162				To:		Lola Ave									
7Th St	0.50	1900	G	97%	0%	1% 0%	0%	0%	F	0.106	F	0.525	1800	G	2002
				To:		US 29 Bus									
2 11th St	0.10	500	G	99%	1%	Bedford Ave 0% 0%	0%	0%	С	0.127	F	0.5	500	G	2002
				Tn-		Broad St		ļ							
3 12th St	0.00	20	•	From:	40/	Dead End	00/	00/		0.242	_	0.760	20	_	2002
(3) 12th St	80.0	30	G	91% To:	4%	1% 4% Franklin Ave	0%	0%	С	0.342	F	0.769	30	G	2002
				From:		Lola Ave Ext		1							
4 Avondale Dr	0.17	2500	G	96%	2%	2% 0%	0%	0%	F	0.109	F	0.737	2500	G	2002
4 Avondale Dr	0.60	770	G	From: 96%	2%	Frazier Rd 2% 0%	0%	0%	С	0.162	F	0.741	770	G	2002
162				To:		Ogden Rd									
				From:		10Th St									
5 Broad St	0.13	180	G	97%	2%	1% 1%	0%	0%	С	0.136	F	0.68	180	G	2002
				To:		Lynch Rd									
6 Franklin Ave	0.07	2000	G	99%	0%	Main St 1% 0%	0%	0%	F	0.101	F	0.504	2000	G	2002
182				To:		7Th St									

					Cai	rippeli ivialitieriari	CE AICE	1							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Altavista				From:		7T1 C									
Franklin Ave	0.46	1400	G	99% To:	0%	7Th St 1% 0% 12Th St	0%	0%	С	0.103	F	0.561	1400	G	2002
				From:		Avondale Rd		Ī							
Frazier Rd	0.09	1800	G	96%	1%	1% 0%	1%	0%	F	0.128	F	0.712	1800	G	2002
Frazier Rd	0.62	2600	G	96% To:	1%	Lola Ave 1% 0% Lynch Mill Rd	1%	0%	С	0.106	F	0.549	2600	G	2002
				From:				1							
8 Lola Ave	0.07	3200	G	98%	1%	Main St 1% 0%	0%	0%	F	0.104	F	0.635	3200	G	2002
8 Lola Ave	0.36	3200	G	From: 98%	1%	7Th St 0%	0%	0%	F	0.108	F	0.608	3200	G	2002
8 Lola Ave	0.50	3200	Ū	JO 70	1 70		070	 -		0.100	•	0.000	3200	J	2002
8 Lola Ave	0.13	3500	G	98%	1%	11Th St 1% 0%	0%	0%	С	0.104	F	0.579	3500	G	2002
8 Lola Ave	00			To:	.,,	Lola Ave Ext	0,0			0	•	0.0.0	0000		
				From:		11Th St		Î							
9 Lynch Rd	0.13	290	G	98%	1%	0% 0%	0%	0%	С	0.110	F	0.7	290	G	2002
(102)				To:		Broad St									
O 0 1 51				From:	201	Avondale Dr	201	20/	_		_		4.400	_	
10 Ogden Rd	0.38	1100	G	89% To:	2%	3% 0%	6%	0%	С	0.135	F	0.649	1100	G	2002
						Lynch Mill Rd									
Different consider Access	0.40	0500	_	From:	00/	SCL Altavista	00/	00/	_	0.004	_	0.070	0.400	0	0000
Pittsylvania Ave	0.42	8500	G	95% To:	0%	2% 0% Main St	2%	0%	С	0.091	F	0.676	8400	G	2002
				From:				i							
466) Lynch Mill Rd	0.40	4900	G	94%	1%	NCL Altavista 2% 0%	2%	0%	С	0.107	F	0.671	4900	G	2002
Lynch Mill Rd	0.40	4000	Ū	- T	170		270		O	0.107	•	0.07 1	4000	Ü	2002
Lynch Mill Dd	0.40	2700		From:	10/	Frazier Rd	20/	00/		0.100	F	0.610	2700	G	2000
Lynch Mill Rd	0.49	3700	G	94% Tar	1%	2% 0% Clairon Rd	2%	0%	F	0.109	Г	0.619	3700	G	2002
				From:		Clarion Rd									
Lynch Mill Rd	0.30	4000	G	94%	1%	2% 0%	2%	0%	F	0.096	F	0.649	4000	G	2002
162)				Tn·		Main St									
				From:		Lynch Mill Rd									
ClarionRd	0.77	1400	G	90%	1%	2% 1%	7%	0%	С	0.093	F	0.63	1400	G	2002
				To:		NCL Altavista									
411 01			_	From:		Wise St				0.440	_		00	•	0000
4th St		50	G	To:) (C				0.149	F		60	G	2002
				10.		Monroe St		l.							
Caralina Ot		600	_	From:		York St				0.000	_		000	0	2000
Caroline St		600	G	To:		Chambers St				0.093	F		620	G	2002
				From:											
Chambers St		1100	G			Caroline St				0.082	F		1100	G	2002
CHAIRDOIS OL		. 100	3	To:		2Nd St		1		0.002	•		1100	J	2002
				From:		Morningside Dr		·							
Clayton Ave		650	G	<u> </u>		gaide Di				0.177	F		680	G	2002
				To		Spottswood Pl									
				From:		Berkley Pl									
Danridge Dr		1600	G							0.102	F		1600	G	2002
				To:		Craigmont Dr									
				From:		Maryland Ave									
Fairview Ave		480	G	_						0.102	F		500	G	2002
				To:		Mackel St									
	-		_	From:		Ridgeway Dr									
Fleetwood Dr		1100	G	Tar		11.11 1.12				0.098	F		1100	G	2002
				To:		Hillwood Dr									

				Campbell Maintenance Area							
Route	Length AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	OC:	Peak Hour	QK	Dir Factor	AAWDT	QW	Yea
Georgia Ave	410	G	From:	Campbell Ave]	0.093	F		420	G	200
			To:	Nevada Ave							
			From:	Glen Oak Ln							
Gorman Dr	440	G			_	0.102	F		460	G	200
			To:	Northwood Cir							
		_	From:	Montgomery Rd			_			_	
Hawthorne Rd	160	G	Tai	W I D	7	0.141	F		170	G	200
				Woodcrest Dr	1						
Hayes Dr	140	G	From:	Rhonda Dr		0.106	F		140	G	200
Hayes Di	140	G	To:	Crawford Dr	1	0.100	'		140	O	200
			From:	Old Trents Ferry Rd	1						
John Scott Dr	430	G	97%	2% 1% 0% 0% 0%	C	0.134	F		440	G	200
33 333.k Z.			To	Dead End	7	0	•				
			From:	Mosby Ave	Î						
Leyburn Ave	300	G		,	_	0.079	F		310	G	200
			To:	Sackett St							
			From:	Bell Tavern Rd]						
Locksview Dr	910	G			_	0.111	F		950	G	200
			To:	Norvell House Ct							
			From:	Craig St						_	
Maryland Ave	310	G			7	0.1	F		330	G	200
			To:	Fairview Ave							
MalCinia accident	440	•	From:	ClarkE St		0.004	_		400	_	000
McKinney Ave	440	G	To	Dodd St	7	0.084	F		460	G	200
			From:		1						
Mimosa Dr	680	G		Burnt Bridge Rd		0.106	F		710	G	200
Will Hood Di	000	Ū	To:	Woodcrest Dr	1	0.100	•		7 10	Ü	200
			From:	McGuffey Ln							
Morningside Dr	530	G	<u> </u>	Meddiney Em	_	0.19	F		550	G	200
			To:	Wood Ln							
			From:	Westview Dr							
Myrtle St	690	G			_	0.112	F		720	G	200
			To:	Toledo Ave							
			From:	Oakridge Blvd							
New Hampshire Ave	430	G			_	0.12	F		450	G	200
			To:	Tremont St							
			From:	McKinney Ave						_	
Oxford St	450	G	т	D 11/00 4	7	0.126	F		470	G	200
				Radcliffe Ave							
Daga Ct	2200	G	From:	Hillcrest Rd		0.089	_		2400	0	200
Page St	3200	G	To:	2Nd St	1	0.069	F		3400	G	200
			From:		1						
Rhode Island Ave	140	G		Tremont St		0.107	F		150	G	200
Iolana / Wo	170	•	To:	Fort Ave	1	0.101	•			•	_00
			From:	Rhonda Dr	Ī						
Sanhill Dr	430	G	<u> </u>		_	0.132	F		440	G	200
			To:	Apache Ln							
			From:	Campbell Ave							
Texas Ave	330	G		·	_	0.115	F		340	G	200
			To:	Nevada Ave							
			From:	Wingfield Ave							
Warren Ave	210	G			_	0.089	F		220	G	200
			To-	Perry Ave	-1						

Route	Length AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ck 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Lakewood Dr	270	G	From:			wood Ln				0.104	F		280	G	2002
Tabby Ln	190	G	From:			ırel Ln haven Ln				0.13	F		200	G	2002
West Rd	160	G	From:			rest St				0.125	F		170	G	2002